The Pittsburgh Commercial.

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[F]IRST EDITION.

12 O'CLOCK, M.

THE CAPITAL.

[TH]E FRAUDS ON THE REVENUE.

[Re]moval of Collector Smythe Requested.

[Per]sonal Matters in the House.

[Bu]tler and Bingham Have Another Tilt.

[Th]ree Thousand Applications for Register Under Bankrupt Law.

[Pr]ogress of Impeachment Investigation.

[Spe]cial Dispatch to Pittsburgh Commercial.
WASHINGTON, March 21, 1867.

New York Custom House Frauds.

[C]ongress had a protracted session to-day. The [Ho]use was the scene of unusual interest. During [the] morning hour the Committee on Public Ex[pen]ditures reported a resolution setting forth [tha]t they had taken evidence on the New York [Cu]stom House, apparently inculpating one or [mo]re Senators, and directing that a certified [cop]y of the evidence be laid by the House be[for]e the Senate for its action in the [pre]mises. After some discussion, the [res]olution was adopted without a division. [Th]e evidence was not read, nor was it allowed [to] be furnished for publication, but it is well [un]derstood to refer to Senator Patterson. A [wi]tness testified that he heard that Senator de[cla]re that he received five hundred dollars from [Co]llector Smythe, of New York, and that he [(P]atterson) meant to keep it. A resolution [req]uesting the President to remove Smythe was [al]so considered, but laid over until to-morrow.

Personalities in the House.

The House in Committee of the Whole this [aft]ernoon had under consideration the million [bil]l for the relief of destitute people of the [So]uth, and a debate sprung up, filled with a [sc]ene remarkable for its personalities. Butler [fir]st took the floor on the bill and charged [W]oodbridge, of Vermont, with saying that he [wa]s no statesman. Mr. Woodbridge sprang [ou]t of his seat and said the declaration was [fa]lse, and known by Butler to be so when he [m]ade it. Butler then said he took it back [an]d assumed the reverse, that Woodbridge [m]eant that he was a statesman. This paved [th]e way for a tilt between Butler and Bingham. [T]he debate run along until the former charged [th]e latter with being in spirit as well as body [o]n the Democratic side. Bingham and other [R]epublicans sit on the Democratic side. In the [co]urse of his reply Bingham charged Butler [w]ith voting for Jeff. Davis fifty-seven [ti]mes in the Charleston Convention, and sneer[ing]ly alluded to him as the hero of Fort Fisher. [T]his brought down rounds of applause. [B]utler immediately retorted by say[in]g that he did the best he could at [F]ort Fisher and wound up by declaring [th]at whatever he might have done in the field [h]e had not the blood of an innocent woman [u]pon his head, which was not the case with the [m]ember from Ohio. He referred, he said, to [M]rs. Surratt, whom Bingham prosecuted on the [c]onspiracy trial, and who he (Butler) believed [t]o be innocent. This declaration caused an in[te]nse sensation throughout the crowded gal[le]ries and on the floor. The House voted Mr. [B]ingham an opportunity to reply, and he de[fe]nded himself from the charge. The measure [w]as then considered without final vote.

Bankrupt Registers.

The pressure upon Chief Justice Chase for [a]ppointments under the Bankrupt Law, are [a]lmost without precedent. Thus far he has [r]eceived three thousand applications for the po[si]tion of registers. He asks that he may be re[lie]ved from this burden by a repeal of that fea[t]ure of the act giving him the appointing pow[e]r. Congress will probably vest it in the United States District Judges.

Veto Coming.

The President has decided to veto the supplemental reconstruction act, and his message is expected to-morrow, though it may be delayed until Saturday.

The Impeachment Investigation.

The Judiciary Committee of the House have taken yesterday and to-day considerable evidence of parties connected with the Freedmen's Bureau, relative to the President's instructions regarding the execution of the Freedmen's Bureau act. General Howard has testified at length. Gen. Fullerton, Postmaster at St. Louis, again testified to-day relative to the disposition of Southern railroad property by the executive.

Compensation for Slaves.

The Senate passed to-day the House resolution virtually suspending the law which allowed every loyal man in the Border States three hundred dollars for every slave belonging to him which enlisted in the Union army. A commission under the law has already made awards in most of the States alluded to.

Surratt's Trial.

It is thought that the trial of John H. Surratt, charged with being connected with the murder of President Lincoln, will be commenced at an early day this term of the Court, although no definite time has yet been agreed upon. Already several witnesses from a distance have arrived, and summonses are out for others. Surratt continues in good health, and talks confidently of being acquitted.

Virginia Republican Convention.

The Republican State Central Committee of Virginia will call a mass convention of the Republican party of the State, without distinction of color, at the African Church, Richmond, on the 19th of April.

The Austrian Mission.

It is generally believed that ex-Senator Foster, of Connecticut, will receive the appointment of Minister to Austria, in the place of Motley resigned.

WASHINGTON, March 21, 1867.

REGISTRATION OF VOTERS.

The registration of voters under the new suffrage law has been commenced in Washington. The registration in the First Ward shows the blacks greatly in the majority, the whites no taking particular interest in the matter.

BILLS SIGNED.

The President signed the bill appropriating $15,000 for the relief of freedmen or destitute colored persons in the District of Columbia. Also, the bill appropriating $50,000 for the Paris exhibition.

NOMINATION.

It is understood that the President to-day nominated Mr. Goodwin for Collector, and A. D. Markley, naval officer, for Philadelphia.

VETO.

The President will probably to-morrow return to the House the Supplemental Reconstruction bill.

REJECTIONS.

The following nominations were rejected by the Senate Tuesday, and not confirmed, as erroneously published: Collectors of Internal Revenue—George H. Greene, Second District, Missouri; Henry C. Witter, Twenty-third District, Illinois; J. C. McLure, Eighteenth District, Pennsylvania; David Caldwell, Seventeenth District, Pennsylvania; and George Sanderson, Ninth District, Pennsylvania. Postmasters—A. Richardson, at Jefferson City, Missouri; Albert G. Clark, Toledo, Ohio; Richard Benham, Ann Arbor, Michigan; Wm. S. Nye, Franklin, Indiana.

FIRE AT PITHOLE.

Three Wells and One Thousand Barrels of Oil Destroyed.

Special Dispatch to the Pittsburgh Commercial.
[By Pacific and Atlantic Telegraph.]
OIL CITY, March 21, 1867.

A fire occurred at Pithole to-day, which destroyed wells Nos. 1 and 2, on Lease No. 2, McKinney Farm; also well No. 11 on the same. All the property and about one thousand barrels of oil at well No. 1, on Morey Farm, were destroyed. The losers are the Haskell, the United States and National oil companies. K.

Railroad Bills Vetoed by the Governor of Michigan.

DETROIT, March 21.—In the State Senate yesterday, Gov. Crapo's veto of the Port Huron and Lansing Railroad bill was voted upon. It resulted in the bill being lost, lacking one vote of making the necessary two-thirds. This morning the Governor sent to the Senate the veto of twenty railroad bills on the same ground of the former veto. The Senate took a vote on two of the bills, but lacked the strength to pass them. The others were tabled. This will probably end the prospects of building Railroads in this State by means of taking municipalities.

A violent northwest snow storm has prevailed all day.

HARRISBURG.

THE MONOPOLY TRIUMPH

The Legislative Outrage Complete.

Pennsylvania Railroad Unlimited Bill Passed by the House.

Vice President Scott Present All Day.

Special Dispatch to the Pittsburgh Commercial.
HARRISBURG, March 21, 1867.

SENATE.

The Senate consumed the day on the private calendar.

HOUSE.

The House passed a stringent dog law for Allegheny county.

The feature of the day was the fight on the passage of the Pennsylvania Railroad bill over the Governor's veto. The Pennsylvania Railroad men suspended the rules by a vote of 73 to 20. Messrs. Boyle and Myers were furious, the railroad men calm and collected. Vice President Scott was in the House all day.

A General License Law—The Sunday Car Question—Local Bills in Both Houses—Another Insane Asylum—Revising the Statutes—The Allegheny Valley Railroad Bill.

Special Correspondence of Pittsburgh Commercial.
HARRISBURG, March 20, 1867.

THE SENATE YESTERDAY.

Yesterday forenoon the Senate was engaged with House bill 316, to regulate the granting of licenses of taverns and eating houses. The COMMERCIAL has already printed a synopsis of the bill. The amendments passed yesterday authorize a larger scrutiny of the character of the petitioners, and also require the sureties to the bond to be on the petition. This bill, if it becomes a law, will not effect Allegheny county, Philadelphia, or any county, in which, by existing laws, the granting of licenses is prohibited.

THE SUNDAY CAR QUESTION.

This afternoon the Senate Chamber was densely crowded by members from the Methodist Conference now in session here, to hear a discussion on the Philadelphia Sunday car question. I am informed that on a final vote the opponents of the bill claim a majority of three. While the writer was in the Senate, that very *liberal* and *fair minded* member, Landon, the notorious chairman of the Railroad Committee, had the floor, and seemed to think he was driving a very large spike into the bill, by urging the point that the purposes sought to be carried out by the proposed bill are purely secular. The same argument would prevent a man from driving his carriage, or a hotel from sending an omnibus for baggage, or steam cars from running trains on Sunday.

NON-INTERVENTION.

The probable action of the Senate on this question is a part of the same tyranny by which parties not interested in a local question, yet seek to control and defeat the people's will. From this tyranny, Western Pennsylvania has suffered deeply during the present session. In regard to Philadelphia, I may mention that the four Senators and seventeen of the eighteen members from the county of Philadelphia, favor the passage of this bill, as do all the daily and weekly papers of the city and county, except perhaps a few religious weeklies. The Philadelphia papers cry out, that Pittsburgh, the Western capital of the State, has horse cars running on Sunday, and why should not the Eastern capital? Pittsburgh has another thing which they have not in Philadelphia, i. e. common sense. Its people respect the Sabbath from a deep, earnest conviction of religious duty, while Philadelphia opens all its lowest "doggeries" on Sunday, and gives full play to every temptation to vice and desecration of the day, yet her classes who have heretofore ruled the legislation of the city, are not willing to permit the citizens, so inclined, the ordinary facilities for going to church or visiting distant relatives on the Sabbath. Pittsburgh proceeds in a rational and practical way to hold the Sabbath sacred. It suppresses all disorderly and profane conduct, and prohibits all unnecessary secular pursuits on the Lord's day. But citizens who live at distant points, such as Lawrenceville, Manchester, East Liberty, &c., are allowed the means of riding in cars to hear their favorite pastors, and join with their own congregations in the worship of God, or visit their relations. The writer cannot see why, if the great majority of the people of Philadelphia, as is undoubtedly the fact, desire the passage of this act, the citizens of Pittsburgh or any other section west should object, any more than he can see why, if the people of Allegheny county desire authority to open a certain railway connection, the members from Philadelphia should oppose their wishes and interests.

VETOES.

A number of vetoes were received from the Governor yesterday, squelching local bills providing for matters that were within the jurisdiction of the county courts. It is so much easier to snake a matter through the House than to go before the courts where the merits will be thoroughly examined, that members prefer the former practice.

LOCAL MATTERS IN HOUSE.

Mr. Peters, member from Allegheny City, has received and will soon offer a petition of one hundred citizens of Reserve Township, praying for a special act empowering the citizens of that township to hold an election to ascertain the views of the citizens in regard to annexation to the City of Allegheny.

IN THE SENATE.

Senator Graham presented in order to-day an act to incorporate a Christian House of the Reformed Church, for widows and orphans; act relating to road taxes in Franklin township; providing an auctioneer for the borough of Tarentum; to authorize the school directors of Fawn township to borrow money; act to divorce Henry Warren Roth and Arabella his wife.

LOCAL MATTERS ON SENATE CALENDAR.

Among the bills on the new Senate Calendar which will be taken in hand this afternoon, I notice the act to extend to the borough of Mount Washington the vehicle license laws; to incorporate the Idaho Mining and Exploring Company; to incorporate the Pittsburgh Transportation Company; to regulate the fees or notaries public in Allegheny county; authorizing the School Directors of the borough of Tarentum to assess and collect taxes for school purposes; to authorize the School Directors of the borough of Sewickly to borrow money, and levy an additional school tax; relative to an increase of tolls on the Greensburg and Pittsburgh Turnpike Road; for the sale and vacation of the Methodist burial ground in the city of Pittsburgh and for removing the bodies therefrom.

MORALS IN PHILADELPHIA.

The fact that the cars don't run on Sunday in the city of "Brotherly Love," don't seem to have thoroughly Christianized the inhabitants. The twentieth annual report of the County Prison Inspector, just out, shows a rather sad state of affairs at the Eastern capital. A very striking increase of crime is evidenced in the increase of commitments for 1866, over those of the three years immediately preceding. For 1866 the number was 19,468; for 1865, 16,142; for 1864, 14,067; for 1863, 16,142; The number of commitments for the past year are, however, considerably less than those for the year preceding the war, when they reached 20,801. The increase was a little less, too, for the last than for the first part of the year. The Inspectors do not look for any permanent relief from this increase, for they insinuate that the prison must soon be enlarged. They also say that a House of Correction is greatly needed. They ask the Legislature for authority to build such a house. There is a bill pending in the Legislature to give the Inspectors the right to use the debtor's apartment, so as to extend the capacity of the criminal prison.

CAUSE OF CRIME.

The inspectors allege that seventy-five per cent. of the crimes of Philadelphia are chargeable to intemperance. Of the whole number of commitments in 1866, (19,468) 14,361 was on account of offenses, directly or indirectly due to this awful scourge. Of the present license laws in Philadelphia the Inspectors say: "The present highly injurious license system is a subject to which the attention of the Legislature is directed, in the hope that some restraint may be imposed upon the sources of crime which are now strewn broad cast around us."

JUSTICE IN PHILADELPHIA.

Of the commitments for the year 1866, more than one-third were discharged without being brought to trial, 6,865 by the magistrate from whom the commitments were issued, and 430 were ignored by the Grand Jury. This large number of discharged cases indicates a most startling aggregate of commitments which were unnecessary or for trivial causes. "Many of these cases furnish instances of oppression and persecution, which are discreditable to the administration of public justice among us." The Inspectors believe that a great reform is needed on the present system of magistracy, and that there should be an entire change in the source of appointment, the tenure of office, and the mode of compensation of committing magistrates. The expenses of this county jail or prison for 1866, was $103,111. Of the whole number of commitments in 1866, 485 were to hard labor. The profits of this department were $3,493.

A MORAL.

Thus it appears that although the city of Philadelphia has the great and inestimable "moral influences" of the Pennsylvania Railroad, and no horse car riding on Sundays, it is full of drunkards, criminals and corrupt and oppressive magistrates. It has clean streets, but its morals are not quite so clean. The Pittsburgh prison, which furnishes accommodations for all the Criminal Courts of 200,000 people, has an average of boarders numbering considerably less than one hundred.

DIXMONT HOSPITAL.

The general appropriation bill, now complete, and soon to be taken up by the House, contains a provision for the Dixmont Insane Asylum, which will secure the early completion of the additions to that excellently managed and deservedly popular home for a peculiarly afflicted class.

ANOTHER INSANE ASYLUM.

The writer had to-day the pleasure of an interview with the celebrated Miss Dix, so well known and highly respected in every section of the Union for her philanthropic labors in behalf of the insane. She is here in connection with an appropriation of $100,000 to be asked from the Legislature.

The proposed act authorizes the Governor to appoint three commissioners to select a site, and to build a hospital for the insane of the Northern District, composed of the counties of Monroe, Carbon, Pike, Wayne, Susquehanna, Wyoming, Luzerne, Columbia, Montour, Sullivan, Bradford, Lycoming, Tioga, Clinton, Center, Clearfield, Elk, Cameron, McKean, Potter and Forest. They shall purchase a farm of not less than two hundred and fifty acres, select and fix the salary of the medical Superintendent, architect, &c., and report progress to the Governor before the meeting of the next Legislature, the amount of money expended, and the progress made in the work. The district named contains about eight hundred insane persons.

PROMPT TREATMENT GENERALLY EFFECTIVE.

In an official document which accompanied Governor Curtin's last message, and which was published at the time in the COMMERCIAL, the fact was shown that there are more than one thousand insane persons outside the two regular asylums of this State, and comparatively unprovided for. The Philadelphia Alms House has provided for some five hundred in the Eastern section, but that, as well as the asylums of Dixmont and Harrisburg, are overcrowded. There should be abundant facilities for the prompt care and treatment of this class. Of those patients who are promptly placed under medical treatment in our best hospitals for the insane, a large majority are restored to health and usefulness.

REVISING THE PENNSYLVANIA STATUTES.

The House to-day passed the Senate bill No. 617, a joint resolution providing for the revision of all statutes of a general and permanent character, and for that purpose the Governor is authorized and required to appoint three persons learned in the laws of the Commonwealth. It shall be their duty to carefully collate and reduce into one act, the different acts and parts of acts, which, from similarity of subjects, ought to be so arranged and consolidated, to divest the said acts of all useless verbiage, to arrange the several acts under proper titles and sections, to omit all such acts or parts of acts as shall have been repealed or supplied, or which have expired, to suggest to the Legislature all such contradictions, omissions or imperfections as may appear in the statutes, and the proper plan for reconciling and amending the same. The revisions have two years in which to complete their work, and as fast as they shall complete any specific head or subject to report the same to the Legislature. Five thousand dollars are appropriated for the purpose of such revision, to be expended under the direction of the Governor and Auditor General. The Legislature of New York caused the statutes of that State to be revised as early as 1828, and of which five editions have been printed, since which time nearly all the other States have had revised statutes. As is the uniform custom of our State, we are nearly a half century behind our sister States.

AN IMPORTANT VETO.

If the railroads made time you are already in possession of Gov. Geary's veto of the act, giving the Pennsylvania Railroad authority to increase their capital stock to such an amount as they may deem expedient, and to issue bonds therefor. That such a monstrously objectionable bill could have been got through the Legislature, is proof enough that a majority of the members can be induced to do any thing which the Pennsylvania Central may chose to ask. The veto fully sustains the objections urged against the bill at the time it was under discussion.

THE ALLEGHENY VALLEY RAILROAD.

The Governor sent to the House to-day a message calling attention to the fact that on the 8th instant, he had signed a bill to authorize the Allegheny Valley Railroad Company to borrow money for the completion of the road. In the hurry and pressure of Executive duties, he did not notice that a section of the bill authorizes the company to borrow money, without limitation, and he therefore asks the House to repeal or modify the act. The objectionable feature is the same substantially as that for which the Pennsylvania Central's unlimited bill has just been vetoed.

BLARNEY AND FINIS.

There was a session this evening on a special order to discuss resolutions of sympathy with the Finnigans. Koon, Kurtz and Westbrook, read short speeches for the benefit of the *Legislative Record*, and then the House adjourned. *

BY THE CABLE.

Napolen's Foreign Policy Indorsed.

Hostilities Between Russia and Bokhara Suspended.

THE ELECTIONS IN ITALY.

Napoleon's Foreign Policy.

PARIS, March 21.—In the Corps Legislatif the foreign policy of the Emperor has been indorsed by an overwhelming majority.

Hostilities Suspended.

ST. PETERSBURG, March 21.—Hostilities between Russia and Bokhara have been temporarily suspended.

Italian Elections.

FLORENCE, March 21.—Several elections have been held. General Garibaldi was returned for three cities.

Shipping Intelligence.

QUEENSTOWN, March 21.—The steamer Tariffa, from New York, arrived to-day.

London Money Market.

LONDON, March 21, Evening.—Consols closed at 91¼ for money; Illinois Central, 78@78¾; 5-20s, 74½.

Liverpool Markets.

LIVERPOOL, March 21, Evening.—The cotton market was dull and heavy throughout the day, and closed at the following quotations: Middling uplands, 13⅜d; Orleans, 13¾d. Sales 6,000 bales.

Breadstuffs—Oats sold to-day at 3s. 3d. ℔ 45 lbs for American and Canadian.

Provisions—Beef, extra prime mess, 27s. 6d. ℔ 204 lbs. Tallow, American, 44s. 3d. ℔ cwt. Lard 50s. Produce market quiet. Spirits turpentine 37s. 3d. ℔ cwt. Ashes, pots, 33s. 6d. ℔ cwt.

From New Orleans.

NEW ORLEANS, March 21.—In the Senate a joint resolution was introduced recommending all citizens, white and black, entitled to vote to register their names and take an active part in the reorganization of the State. The report from the special committee, on impeachment in the House recommends that no further steps for the impeachment of Governor Wells be taken, as the establishment of military rule in the State would render such action nugatory. This was adopted. In the House a joint protest has been introduced against the reconstruction bill.

The office of register of voters has been closed by the register by the advice of General Sheridan.

From Montreal.

MONTREAL, March 21.—Nearly all the present members of Parliament in Lower Canada will be returned for the House of Commons. A large number are as yet unopposed. It is understood the election will not take place until midsummer.

Reports received by General Michael show that all is quiet on the frontier. There is no ground whatever for excitement on account of Fenian movements.

From San Francisco.

SAN FRANCISCO, March 21.—The steamship Sierra Nevada cleared to-day for Mexican ports with merchandise valued at $117,000. The two next Panama steamers have already received full cargoes of flour for New York. The engagements of the Colorado for Hong Kong, April 30th, are quite liberal.

School Houses Burned.

BOSTON, March 21.—Two school houses in Brighton, one occupied by the high school and the other by the primary department, were burned last night by incendiaries. Loss $70,000.

New York State Convention Bill Passed.

ALBANY, March 21.—The State Convention Bill has passed the Legislature, with the negro suffrage clause stricken out.

Execution of a Murderer, Yesterday.

Alex. Wiley was hung at Wilkesbarre yesterday morning, for the murder of Miss Alice Tracey or McIlwee. Wiley made a confession, in which he stated that he had been in the army and deserted eight times. He was sentenced to be shot at Gettysburg for cowardice and treason, but made his escape from the guard. He confesses to have been engaged in about forty robberies of houses, stores and barns, taking from one man over eight hundred dollars. He says he shot Alice Tracey, his kept girl, by accident, while working with his revolver, on his return from the army, but that he had no desire or intention to kill her. His story is a very straight one.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD.

Annual Meeting of the Stockholders.

Report of the Board of Directors.

The stock and bond holders of the Pittsburgh, Fort Wayne & Chicago Railroad Company, met yesterday morning at eleven o'clock, in the Central office in this city, pursuant to adjournment. James S. Craft, Esq., occupied the chair, and F. M. Hutchinson, Esq., acted as Secretary.

Gen. Cass, the President of the Company, after thanking the stockholders for their indulgence, submitted the following annual report, which was read to the meeting by Mr. Hutchinson:

Report of the Board of Directors.

To the Stockholders of the Pittsburgh, Fort Wayne and Chicago Railway Company:

The following Report exhibits to you the condition of the affairs of the Company, at the close of the fiscal year, and of the operations of the road throughout the year, with such suggestions as to the future policy, as seems to the Board to require your notice.

A summary of the earnings and expenses of the Transportation Department for the year ending December 31st, 1866, is presented as follows:

EARNINGS.

From Passenger travel	$2,441,895 70
From Freight traffic	4,707,582 12
From Transportation U. S. Mail	93,900 00
From Transportation of Express matter	100,298 43
From Cleveland and Pittsburgh Railroad Co., for joint uses of the track between Pittsburgh and Rochester	85,000 00
For rent of Buildings and Grounds	2,869 00
From miscellaneous sources	35,672 31
	$7,467,217 56

EXPENSES.

For maintenance of way	$1,270,333 01
For maintenance of cars	552,910 50
For maintenance of motive power	1,568,196 04
For conducting transportation	1,280,472 24
For general expenses, including all taxes	475,574 55
	$5,147,686 54

Which leaves a balance of $2,319,531 02 to the credit of income account out of the operations of the road for the year

The last annual report exhibits a credit over all payments and liabilities on the 1st day of January, 1866, of	$ 550,150 33
To this, add as follows to the current year: Net income from operating the railway in 1866	2,319,531 02
Net income from the lease of the New Castle and Beaver Valley Railroad in 1866	55,460 56
Amount received for sale of of 6,2[illegible] 56-100 shares of the capital stock	625,156 17
Total amount available for the year	$3,550,298 00

Out of this sum the payments and liabilities for the year have been as follow:

Interest on the mortgage debt	$ 870,361 93
Dividend of ten per cent. on the capital stock	984,300 00
Federal income tax on same	51,015 19
Expended for construction and equipment	1,116,975 70
Sinking fund	118,678 67
Amount paid the Cleveland & Pittsburgh Railroad Company under contract for 1866, and a balance due for 1864	209,048 06
	$3,350,379 55
Total above all expenses and liabilities, January 1st, 1867	$199,918 53

The following statement will show the principal operations of the Treasury, in its application of moneys, and the sources from whence derived, during the year:

PAYMENTS OUT OF THE TREASURY.

For interest	$870,361 93
For sinking fund	118,678 67
For dividend and income tax on same	1,035,315 79
For construction and equipment	1,116,975 70
For amount due Cleveland and Pittsburgh Railroad Company	209,048 06
For reduction of the indebtedness on acc't current operations of the road	280,388 98
For reduction of the amount due other Railroad companies	144,043 83
For a reduction of the miscellaneous liabilities	49,434 08
For a reduction of the amount due J. F. D. Lanier, Trustee	27,082 34
Applies to miner effects	9,399 78
	$3,860,735 16

NET INCOME.

From whence means were derived to make above payments:

From net income of the Railway	$2,319,531 02
From income from New Castle and Beaver Valley Railroad	55,460 56
From sale of capital stock	625,545 95
From reduction of supplies on hand	337,135 11
From reduction from amount due from other companies	30,994 11
From reduction of miscellaneous assets	147,985 15
From reduction of cash in Treasury	341,083 26
	$3,860,735 16

This statement shows an improved condition of the Treasury and accounts, as compared with last year.

Statement of net income and the proper charges on the same:

The net income from operating the main line	$2,319,531 02
And from operating the New Castle and Beaver Valley branch	55,460 56
Total income from road	$2,374,991 58
Deduct from which—	
Interest on mortgage debt	$870,361 93
Sinking fund	118,678 67
Amount due Cleveland and Pittsburgh R. R. Co. on contract for division of earnings in 1866, and balance due 1864	209,048 06
	$1,198,088 66
Balance for dividend account	$1,176,902 82

which is equal to a dividend of 11⅞ per cent., with a surplus sufficient to pay the income tax on the same.

DECLINE IN RECEIPTS FROM FREIGHT.

In the summary showing the earnings and expenses for the year of the transportation business of the railway, the first noticeable feature is a decline in the gross income of $1,021,845 00, as compared with the previous year, of which decline $35,485 76 was in the freight traffic department, and $949,325 76 in the passenger department of the business. Nearly one-half of this falling off of the passenger earnings arose from loss of the movement of soldiers, which has reduced the earnings from over one-half million of dollars in 1865 to $66,000 00 in 1866.

A reference to the details of the freight traffic will show that the falling off of receipts from that source for the first five months of the year was $348,362 37, while there was an actual increase in the last eight months of $316,886 61, leaving a deficiency for the year of $31,485 76, as stated above. This difference in favor of the early part of the year 1865 was due to the continued comparatively high prices at that time for transportation, as compared with the gradual decrease following the close of the war.

The second noticeable feature is, that while the gross income fell off over one million dollars, the operating expenses were only diminished $57,829 04, and the diminution in the operating expenses are even less than the reduction in taxes caused by the abrogation of the 2½ per cent. Federal tax on freight earnings, so that the expense incurred in earning $7,467,217 56 in the past year, were practically the same as the expenses of earning $8,489,062 56 in 1865.

This unfavorable feature in the result of the operations of the road for the year, will be found to be greatly mitigated, on an examination of the details of the business, expenses and income of the property. Your attention is invited to the reports of the officers in detail, and a close and intelligent scrutiny of them will satisfy you of your property, and we trust convince you that it is fairly managed.

While the earnings of the road for transporting freight in the years 1865 and 1866 were very nearly equal, the quality of freight transported, and the conditions of movement, varied materially in these years, as will be seen by the following comparison:

MOVEMENT OF FREIGHT TONNAGE IN 1865 AND 1866.

	1865.	1866.	Increase ℔ ct.
Tonnage	832,615	1,025,778	193,163 23 2-10
Mileage, ℔ ton	193,789,901	233,274,749	39,484,893 20 4-10
Average haul ℔ ton	233 miles	227 miles	
Mileage loaded freight cars	24,284,877	28,543,369	4,258,492 17 5-10
Mileage loaded freight cars	8,696,113	8,286,126	decrease
Average load of cars Westward	7.111 tons	7.244 tons	1 9-10
Average load of cars Eastw'd	8.502 tons	8.802 tons	3 5-10
Average load of cars bothways	7.989 tons	8.073 tons	2 4-10

This shows an increase of the freight tonnage of the road 23 2-10 per cent., and what is still more gratifying it is all from the increased local traffic of the road; and more, for, as the foreign tonnage fell off, 19,561 tons, the local tonnage increased 212,727 tons, or nearly sixty per cent. This increase of the local tonnage, and decrease of the foreign, explains the reason of the shortened average haul per ton of the freight in 1866, as compared with 1865.

"COST OF MOVING FREIGHT PER TON, PER MILE AND PER CAR.

With a view of ascertaining the proper rates to charge for transportation as a remuneration for service, and to ascertain the minimum which might prudently be submitted to in seeking freight under strong competition, the following tables have been carefully made up from the statistics of the freighting business of the Company. It will be both interesting and instructive to all who seek to conduct railway business on correct principles, and well established data.

	1865.	1866.
Average cost, including dead weight of cars and empty cars per ton, per mile	1.592 cts.	1.383 cts.
Average cost of moving cars, loaded and empty cars, per ton per mile	.575 cts.	.505 cts.
Average cost of moving freight (not including cost of moving car), per ton, per mile	.808 cts.	.745 cts.
Average cost of hauling ten tons of freight, (weight of car not included) from Pittsburgh to Chicago, 468 miles	$33 69	$32 95
Average cost of transporting a car with load (eight tons weight) whole length of road	21 58	18 91
Average cost of transporting a with load (ten tons) whole length of road	55 22	51 86
Average cost of transporting a car a round trip, and only loaded one way	76 75	70 77
Actual cost of car with ten tons, through freight, whole length of road	45 12	......
Actual cost of car, round trip, but only loaded one way	61 57	......

These last two results are deducted from the two previous ones, by deducting in each case thirteen per cent., as being the difference between the cost of the average movement of the whole freight traffic, and of the cost of moving freight in full car loads and trains between terminal stations.

As the number of tons of freight moved in 1866 exceeded the number in 1865 23 2-10 per cent., and as the number of miles which said freight was moved exceeded the movement of 1865 by 20 4-10 per cent., and as the aggregate cost in both instances did not materially vary, it will be seen that there has been a great reduction in the working expenses portion, on the tonnage movement, a close analysis of the accounts show that in 1866 the freight expenses were 73 75-100 per cent. of the gross freight earnings, and the expenses of the entire business of the road 68 6-10 per cent. of the whole earnings.

In view of the above competition of the past year, and consequent low rates, the continued high prices of labor and of all materials entering into the repairs of railways, with the monthly visits of the tax gatherer, the above results are believed to be as favorable as most of the leading railway lines of the country.

PASSENGER TRAVEL.

The revenue from the transportation of passengers fell off $949,325 76 from the previous year. Of this diminished income, more than one-half, or $480,000, was on account of military transportation, the whole income from this source for the year having been but $66,000. About two-thirds of the diminished income from this source was on the through or foreign travel, and one-third from the local travel. Of the loss of foreign travel, nearly 52 per cent., was on the Eastern Division, and rather more than 48 per cent. on the Western Division. Of the loss in the local travel, the result on the two divisions is very different from the above. On the Eastern Division the loss was 27 per cent. of the whole, and on the Western Division 73 per cent. The only increase in the passenger travel was on the accommodation trains, on which the increase was 10 per cent. in number carried, 7 per cent. in mileage, and 4½ per cent. in revenue received. These results in the passenger business for the year do not vary materially, it is believed, from those obtained by nearly all the leading railways of the country.

EXPRESS TRANSPORTATION.

The earnings from transportation of Express matter in 1865 were	$149,658 02
The earnings from same source in 1866 were	100,298 43
Loss	$49,359 59

Being a loss of about thirty-three per cent. The large Express business of 1865 was exceptional, and caused by the inability of the lines occupied by the Adams Express Company to accommodate the large southwest business of that company during the closing period of the war—the company seeking via Crestline on the road of this company from Pittsburgh.

THE BUSINESS OF THE YEAR.

In the annual report of last year, the Board stated that it was unwilling to venture on an estimate of the business for the then ensuing year, in view of the unsettled condition of the industrial and commercial interests of the country, growing out of the transition from a state of war to a state of peace, but that the property was in such condition that favorable results might be obtained from whatever business might offer. The business of the year has fully equalled the expectations of the Board, and in fact at no time during the year did the Board expect to realize a gross income of $7,500,000 00, but which this report shows was exceeded, counting the earnings of the New Castle Branch. It is scarcely to be expected that the business of the country will long remain in the unsettled condition in which it now is, but will soon adjust itself to circumstances, even though they should continue to be politically unpropitious. The energies of the nation cannot long be held in obeyance, but will assert their powers, and the industry and capital of the country will go forward with her work as hitherto. In this expectation your Board founds their belief that your railway property will continue to demonstrate its great importance to the country, and value to you.

And what it becomes your duty and your interest to unite with your Board on keeping the road and its equipment in such condition that all the business offering may be promptly and profitably done, and in such an acceptable manner as to be always an invitation for additional business. A road with an insufficient equipment and inferior auxiliaries of the kinds required, cannot be managed with profit.

THE MOTIVE POWER.

The number of locomotives in the service of the company remains as at date of last report—189 in number. They are in good order, and by the officers of the road considered in better condition at the close, than at the beginning of the year. The whole number of miles run by engines was 4,945,413, being an average of 26,166 miles per engine, for each engine owned by the company; and the amount earned by each engine (by average) was $40,000 00. These are very good results.

PASSENGER AND FREIGHT DEPARTMENT.

The passenger or equipment was not increased during the year. Out of the new passenger equipment put on the road, just at the close of the preceding year, $18,675 of its cost came into the accounts for 1866. By the rebuilding of worn out cars and the repairs of others, this portion of the equipment is improved over the previous year. It consists of 93 first-class coaches, eight second-class coaches, 18 emigrant, 22 baggage, 7 mail, 19 express, 1 pay car and 1 Directors' car.

The freight equipment has been increased during the year by building at the company's shops at Fort Wayne, one hundred and [illegible] new box cars, and the whole of this class of equipment at the close of the year, is reported by the General Superintendent as follows: 1,657 box cars, 442 stock cars, 778 flat cars, 93 caboose cars, for freight and gravel trains, [illegible] wrecking cars, and 5 market cars, making a total of 2,381, of all which 90 per cent. are in good order, and the balance need rebuilding or extensive repairs. There has been a steady improvement in the condition of this class of the equipment, notwithstanding the increased service performed per car. Dividing the gross freight earning (including New Castle Branch) by the number of the car equipment, (earning and non-earning,) and we have the very large income of $2,000 a year for each car in the freight department. This is at cash twenty-five per cent. more than the customary earnings of freight cars.

CONSTRUCTION AND REPAIRS.

The track, as a true measure of economy, has been kept in excellent order throughout the year, and is now fully equal to that of the best roads of the West. To accomplish this, absorbs a very large amount of money at the present high price of materials, and the short period of time that the materials put on the track serve the purpose for which they are designed. Twenty-four per cent. of the main track has been relaid with re-rolled rails during the year as follows:

	Eastern Division. Tons.	Western Division. Tons.	Total.
Re-rolled iron laid in main track	3,462	6,346	9,808
Repaired rails		663	663
Tons			10,470

By referring to the report of last year, it will be seen, in connection with the above, that three-fourths of the entire main line of 468 miles, has been re-laid with new, re-rolled and repaired rails in three years (1863, '65 and '66) and paid for as repairs out of current earnings.

The renewals of cross-ties has been even greater than that of iron, having been twenty-seven per cent. of the number in the entire main track, of which number, 90,541 was laid in the Eastern Division, and 191,870 in the Western Division. To supply the deficiency of gravel in the original construction of track, new gravel was put on the road to the amount of fifty thousand dollars, and paid for as repairs out of the current earnings.

The increased tonnage of the year has made necessary an increase of sidings for the prompt passing of trains, and which have been made to the extent of six and nine-tenths miles, so that the whole length of sidings is now 105 miles and 627 feet, or 22 miles of siding for each 100 miles of main track. In addition to this, there is thirty-three miles of double track—twenty-six miles from Pittsburgh east to Rochester, and seven miles from Chicago east to the crossing of the Rock Island Railroad.

The construction and equipment has been continued through the year to a larger extent than was expected at date of the last Annual Report. The urgent demands of the increased and increasing traffic of the line have been so pressing that it seemed impossible to restrict the expenditure below the point reached, without doing injustice to the business offering, and a damage to the property. The following table gives in detail the several objects and the amount applied to each. The report of the Chief Engineer, who expended one-half of the amount, and the report of the General Superintendent, who expended the remaining half, will explain in greater detail those expenditures, and the purposes for which they were made, and were such as permanent capital ought to supply:

EXPENDITURES ON ACCOUNT OF CONSTRUCTION AND EQUIPMENT FOR YEAR ENDING DECEMBER 31ST, 1866.

Distribution of account.	Eastern Division.	Western Division.	Total.
Ballast	$21,783 45	$114,[illegible]	$136,[illegible]
Bridge Masonry	[illegible]	[illegible]	[illegible]
Bridge sup'str'ctre	[illegible]	[illegible]	[illegible]
Cars—Freight	[illegible]	[illegible]	[illegible]
Cars—Passenger	[illegible]	[illegible]	[illegible]
Chairs	[illegible]	[illegible]	[illegible]
Cross Ties	[illegible]	[illegible]	[illegible]
Engine Houses	[illegible]	[illegible]	[illegible]
Fencing	[illegible]	[illegible]	[illegible]
Grading	[illegible]	[illegible]	[illegible]
Iron Rails	[illegible]	[illegible]	[illegible]
Mach'ry for Shops	[illegible]	[illegible]	[illegible]
Machine Shops	[illegible]	[illegible]	[illegible]
Real Estate	[illegible]	[illegible]	[illegible]
Right of Way	[illegible]	[illegible]	[illegible]
R'y sup'structure	[illegible]	[illegible]	[illegible]
Salaries Engineers	[illegible]	[illegible]	[illegible]
Spikes	[illegible]	[illegible]	[illegible]
Splices and Bolts	[illegible]	[illegible]	[illegible]
Stations and warehouses	[illegible]	[illegible]	[illegible]
Wood and Water Stations	[illegible]	[illegible]	[illegible]
Incid'ntl and sundry small items	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	$1,11[illegible]

CLEVELAND, ZANESVILLE AND CINCINNATI ROAD.

The Cleveland, Zanesville and Cincinnati Railroad (Hudson to Millersburg) has been continued under the superintendence of Col. Simon Perkins, who manages it with great economy, and acceptable to the patrons of the line. The accounts are kept distinct from those of this Company, and the surplus earnings, after paying interest of the mortgage, have been devoted to purchasing the debt, which has thus been reduced to $175,000, from the original amount of $270,000.

The large bituminous coal fields which reach within three or four miles of the southern terminus of the road at Millersburg, are now being opened, and coal mined for the market. The proximity of these coal fields to the Lake market, the good quality of the coal, and the facility with which it can be mined, give promise of a fair amount of tonnage over the road from this source. The survey for extending the road four miles further south to these mines has been completed, the right of way purchased and paid for, and an acceptable proposition from a good contractor has been made to grade the line. It will require about four months after the work shall be commenced to have the track ready for use.

NEW CASTLE AND BEAVER VALLEY ROAD.

The business of and from the New Castle and Beaver Valley Railroad (Homewood to New Castle) has been very satisfactory for the year, and at the time of writing this report, is very large. The delay in the completion of the road from Jamestown to Franklin, so as to give a more direct communication between Pittsburgh and the Oil Regions, has deprived us of a source of business that was expected at the date of the last Report. The track of this road is now down, and will be brought into use in a few weeks.

The gross earnings of the New Castle and Beaver Valley Railroad for the year was	$151,999 49
This Company's proportion (60 per cent.)	91,200 06
From which deduct operating expenses	35,739 50
Profit in operating this 15 miles of road under the lease	$ 55,460 56

In operating the New Castle and Beaver Valley Railroad, this Company furnished all the equipment, and pays all the operating expense, including repairs. All new capital for extension of the property to meet a growing business—such as double track, sidings, station houses and grounds, water stations, &c., is to be furnished by the lessee. The only capital invested then by this Company is in the cost of the rolling stock necessary to operate the road, which is estimated to be about $130,000. On this estimate, the profit derived by this Company from operating the road was 42 66-100 per cent. on the capital stock thus employed.

LAWRENCE RAILROAD.

The Lawrence Railroad Company has completed its road to a connection with the Cleveland and Mahoning Road, two miles east of Youngstown, and passenger and freight trains are now running on regular schedule time between Pittsburgh and Youngstown. The station and track accommodations in Youngstown not being sufficient for both roads, further expenditures and additional time will be required before we shall be in a condition to accommodate the large business offering to this new line. The Lawrence Railroad Company has the means provided to make these necessary improvements. An agreement between this company and the Atlantic and Great Western Railroad Company, lessee of the Cleveland and Mahoning Railroad, for an interchange of the local business of the roads respectively operated by them, and for forming a through line between Pittsburgh and Cleveland, has been concluded, and will go into operation as soon as the improvements in Youngstown, above referred to, shall have been completed by the Lawrence Railroad Company. To the city of Pittsburgh and the citizens of the whole Mahoning Valley, (and even beyond,) the opening of

CLEVELAND & PITTSBURGH RAILROAD.

this new line is of great importance, as it is also to this company, whose road will thereby receive a largely increased business on the forty-eight miles owned and leased between Pittsburgh and Mahoningtown. A lease of the Lawrence Railroad has not yet been agreed upon, but will soon be upon the general terms of the lease of the New Castle and Beaver Valley Railroad.

Under the modified contract for the division of joint earnings with the Cleveland and Pittsburgh Railroad Company there was paid that Company out of the earnings of this Company $163,914 64 for the past year, and also an additional sum of $45,133 42, on account of military earnings in 1864, not then adjusted. While the operations of this contract has been to take from the revenues of this company four hundred thousand dollars in four years, yet this inequality of the contract is greater in appearance than in reality. The effect of executing the contract in its letter and spirit was to withdraw from the Cleveland and Pittsburgh Railroad some business which it would, but for this contract, have enjoyed, and this company, in avoiding an unequal competition, leaving business to take its natural channels, and saving the expenses incident to efforts to divert it into other routes. Thus far the amendments of February 16th, 1856, to the original agreement of December 15th, 1862, have proven to be salutary, and of a character to render the agreement more satisfactory and permanent.

GRAND RAPIDS AND INDIANA ROAD.

The Grand Rapids and Indiana Railroad Company, referred to in our last annual report, is being obtained from the State of Michigan an extension of time in which to complete its road, and thus giving value to its large land grant of over a million of acres, will, no doubt, be placed upon such a safe financial basis as to secure the early completion of its line from Fort Wayne to the Straits of Mackinaw, three hundred and sixty miles in length. The completion of this road would very greatly enhance the value of your property by making tributary to it the business of an extensive portion of the best part of the State of Michigan.

AMERICAN CENTRAL ROAD.

The American Central Railway Company, for reason with which your Board is not familiar, did but little last year towards the building of that line of road, but within two months' active operations have commenced and several thousand tons of rails are now on the way from Europe to be laid on the track this summer. When completed, this road will give the shortest line from your road to Omaha, the Eastern terminus of the Union Pacific Railroad, with a single ownership, unembarrassed by the complications of leases or business contracts, and may thus be operated with the greatest efficiency.

AUXILIARY LINES OF ROADS.

The extension of the line of road across Iowa to the Missouri river at Council Bluffs, opposite Omaha, has just been accomplished, and will this spring be worked in connection with the Northwestern Railroad Company of Illinois, as a single line from Chicago to the Eastern terminus of the Union Pacific Railroad, a length of 496 miles. The opening of this line cannot be regarded in any other light than that of a marked epoch in the history of the city of Chicago, and must have great influence in assisting to make it one of the largest inland cities on this continent. As your road is one of the great arteries of that city, its quickened life blood must give new strength and growth to your interest.

As important as these and other connecting and auxiliary lines are to your road, its strength is inherent. Its largest business will ever be by its wayside, and fortunately for the owners, that fountain is not only unexhaustive but accumulative.

INCREASE OF SHARE CAPITAL RECOMMENDED.

To provide for the future wants of this very important line of road which you own, and to meet the just demands which will be made on you for transportation by the people of the several States from which you obtained your corporate existence, is a question which has ever been pressing and is to-day as important as ever. A private individual or firm, and corporations of certain kinds, may and often do set bounds to their business and their desires for acquisition; but a railroad corporation owning a line of road, such as you own, cannot say: "Thus far it will go and no further." Neither public policy, public duty nor private rights and interests will permit you to stand still, so long as the world around you moves. Going no further back in the history of this road than the sale, reorganization and creation of the present corporation, there has been expended for permanent capital nearly $8,500,000, being more than thirty per cent. of the whole share capital at the time this large expenditure was commenced. When the bonds now outstanding were issued, the margin which the holders had as their security, over and above the property which their own money created, was an expenditure of $6,500,000 of share capital, but little more than fifty per cent. on the capital which they had advanced. During this period of the history of the company its business increased from $3,700,000 when its share capital was $6,500,000, to $7,500,000 after the share capital had reached $10,000,000. These facts are stated to show how rapidly business has pressed upon the road as capital has been put into the enterprise to accommodate it. In view of the results accomplished, and the large expenditures made, many shareholders may inquire, why not wait a period before embarking any more capital in the road. One reply to this question is, that unless the capabilities of the road keep pace with the trade and commerce of the country, and it is fully satisfied as to the rates and manner of conducting it, the increasing business will seek other channels, and so deepen and widen them as to draw off a portion of the present business of the road, and also bring unhealthy competition and non-remunerative prices for such as you will be able to retain. We cannot but assume that duty, policy and interest will decide you in agreeing with the Board that additional capital is necessary to enable the road to perform its proper functions and insure its stability and intrinsic value to yourselves. The question then for decision is, from whence shall this additional capital be derived? The usual sources are from sales of bonds, increase of share capital, and income derived from the business of the road. For reasons that must be obvious to all of you, there should be no further issue of bonds, and this point may therefore be dismissed without further discussion. The net excess of earnings, after paying the interest on the mortgage debt, sinking fund and ten per cent. dividends on the share capital, will, in the judgment of the Board, be too small to meet the necessities as presented in this report, nor would the reduction of the dividends from ten to eight per cent., even should you be willing to thus forego them to that extent, be quite sufficient. Nor, indeed, does the Board feel justified in any longer pursuing the policy of absorbing the whole of the income from the operations of the road, after paying dividends and other fixed charges, by investing it in construction and equipment. Some portion of the income derived from the operations of the road ought to be placed in a dividend or contingent fund. The exigencies of an always uncertain future should, to some extent, be provided for, and not allow them when they make their unfriendly and inexorable calls, to deprive the shareholders of their dividends. The adoption of such a policy ought no longer to be delayed, and might very properly be inaugurated at this time, if you agree to increasing the permanent capital of the road for the purpose of construction and equipment. If then a resort to bonds is practically impossible, and the use of the earnings inexpedient and inadequate in amount, there is but left the creation of new share capital, and why not? It is the only legitimate way of obtaining means to construct a road, and why not to enlarge such a property for the purposes of the legitimate demands of business. The inquiry which all interested will make to themselves is, "Can like dividends be earned on the capital when increased, as on the capital should increase not be made?" If answered affirmatively, then the shares after the increase (if made,) will be as valuable as before. If in the negative, then the value of the shares will be lessened by increasing the capital. Your Board has no hesitation in assuring you that a moderate increase of the share capital at this time for the sole purpose indicated in this report, and a wise expenditure of it, will not lead to diminish future dividends, but rather to maintain them, and will also increase the intrinsic value of the property beyond the reasonable amount thus expended. The reasons for this opinion may be found in the history of the road for the last five years, as presented in the successive annual reports. Every dollar heretofore expended has earned its own interest; and the reasons why it should be so in the future is as clear as the facts are that it has been so in the past. This property is as yet but in its infancy, and its growth can only be maintained by proper sustenance, and for all the sustenance thus afforded ample return will be made. A property which has reached or nearly reached its full capacity or mature growth might fail to return full interest for money expended for its enlargement, but on a property such as this, running through a country just fairly beginning to open to the husbandman and mechanic with new avenues, constantly connecting with it, it cannot be otherwise that increased capital, judiciously expended on it, will return ample interest. Every dollar rightly expended at the present time, is not only capable of earning interest on itself, but also aids the capital heretofore invested of increasing its return of interest. If the expectations of the Board should not be realized as to the future increase of net income from further increase of capital, the reasons for the non-fulfillment of the realization would most likely produce disappointment to shareholders, even though the share capital should remain as at present. The additional share capital which the Board suggests, wisely expended, would undoubtedly put the property, in their judgment, on a safer foundation as a permanent dividend-paying investment than it can be without. The Board is aware of that prejudice in the minds of shareholders against the principle of watering stock, and the Board is just as adverse to such a policy as any shareholder can be, nor with the consent of its present members shall such a policy ever be adopted. The Board can give no stronger evidence of its unwillingness to suggest any such plan to the stockholders than in the fact that it has put a very large sum of money into the construction and equipment of the road, without issuing a share of capital therefor, and with no such policy suggested by the Board to the shareholders and bond holders by them adopted in 1864, extra stock dividends for earnings previously invested as permanent capital is forever foreclosed. Suggestions have been made in the public prints and by some members of the Board, that stock dividends ought to be made to the stockholders to compensate them for the earnings diverted from cash dividends, into construction and equipment, but aside from the fact that the agreement by which the shareholders are restricted as an increase of the share capital, forbidding any such stock dividends, the Board has never believed it sound policy to increase the capital stock in this way, but have thought that the shareholders are far better compensated by having a moderate capital to present a property upon which a large expenditure has been made. It gives stability to the shares by insuring cash dividends in almost every contingency, and with the provision made as suggested in a previous part of this report, dividends may be considered as certain as human foresight can make them. The agreement of 1864, by which the share capital may be increased, provides: "That the increase of capital stock should be made solely for the purpose of building and completing a double track, or such part thereof as may be expedient, and for equipping the road and providing such additional rolling stock, machinery appurtenances and other facilities as may be necessary to properly do all the business which may offer, and for no other purpose and only be issued from year to year, in such amounts as the stockholders, at their annual meetings may decide upon. Their decision shall be based upon detailed estimates made by the Board of Directors, of the amount of money necessary for the work of the year, and that the new issue of stock only be sold after public notice. By this the Board of Directors cannot increase the share capital without your consent, nor can either you or the bondholders increase the capital for any other purpose than that indicated in the provision above copied. Stock dividends, therefore, cannot be made for past expenditures out of income, as is frequently the case, based upon fictitious accounts or wasteful expenditures." The capital can only be increased for legitimate expenditures hereafter to be made on detailed estimates, and on this sound principle should the Board willing to make recommendations and administer the property. And in this we hope you have an assurance that the new capital which you may intrust to us will be so expended as to insure you dividends in return whenever dividends can be made on the money hitherto expended. The Board does not doubt that an increase of the capital such as suggested can be so made and offered to you as not to reduce the market value of the present shares, or if some market value should be disturbed, it cannot be but temporary, whilst its intrinsic value will unquestionably be increased. The Board will be prepared at any time the shareholders may desire to present to them detailed estimates for any expenditure they may be willing to authorize.

The Board desires to express with satisfaction the able manner the chief executive officers and principal assistants have discharged their duties, and the faithful manner in which the employees generally have performed theirs. Respectfully submitted.

By order of Board of Directors,
GEORGE W. CASS,
President.

The report was accepted and adopted.

Mr. Dill offered the following resolution, which was adopted:

Resolved, That when the meeting adjourns it will be adjourned to meet at such time and place as may be hereafter designated by the President, on notice of ten days, to be published in the usual manner, for the purpose of considering such detailed estimates as may be submitted by the Board of Directors, for additional equipment and permanent improvements proposed to be made to the Railroad, and of determining to what extent and in what mode the shareholders will provide the means therefor by increase of capital stock or otherwise.

The meeting then adjourned.

LATE NEWS ITEMS.

A Buffalo dispatch of yesterday says: The case of Albert Sturges, of Chicago, against E. S. Prosser, of this city, was concluded yesterday. The plaintiff was non-suited. The propellor, City of Buffalo, last Summer while unloading at Sturges's elevator, caught fire and destroyed the elevator, for which one hundred and fifty thousand dollars was claimed by Albert Sturges.

There is good authority for saying that Ex-Senator Foster, of Connecticut, will receive the nomination of Minister to Austria, in place of Mr. Motley, resigned.

The *Herald's* special says: Messrs. James Brooks, Fernando Wood, John Morrissey, Jno. Fox and John W. Chandler, composing the New York delegation, had a long interview with the President last night. The subject of the talk was general, including reconstruction, confiscation and impeachment, but related more particularly to federal appointments for the city of New York. The President was very reticent, and gave them no encouragement concerning the distribution of the offices.

General Howard was examined Tuesday by the Judiciary Committee regarding the restoration of the Soule property in Louisiana, and the estate of J. Davis, a brother of Jeff. Davis, near Jackson, Mississippi.

A *Herald* special says: In Virginia, the order of disbanding military organizations has caused the disbandment of Hunnicutt's colored guards, at which Hunnicutt and the negroes are very much grieved. Henry A. Wise has consented to stump the State in opposition to Hunnicutt.

A Vera Cruz correspondent says: The most formidable body of horsemen known in Mexico for many years, has been organized and placed under Mejias's command, and should the expected battle prove a Liberal defeat, it will most probably be urged into a disastrous rout. On the other hand, if Maximilian is defeated his cavalry will suffice him for a desperate attempt to cut his way to the Rio Grande, where he will take refuge in the United States.

A Knoxville, Tenn., special to the New York *Times* says: East Tennessee is damaged to an extent of over two millions of dollars by the flood. Blount, Cockeroan and Zavier counties all loose heavily. In Blount county a large flock of sheep were drowned, and the loss of stock of all kinds is unprecedentedly heavy. All the farmers living on the rivers will be very late with their crops. The loss of stock will be a great drawback. The parts of the railroad bridges washed away have been recovered, and trains are now running to Chattanooga from this point. Many lives were lost in Lower Tennessee, and many families were left homeless, and must suffer. Over one hundred car loads of corn were destroyed at Chattanooga. The depots were all submerged, and much freight was destroyed. The rivers are still high, and more rain is falling.

A Baltimore dispatch of yesterday says: James Tarr, a merchant from Hillsborough, Carlin county, Ill., was found in bed on Saturday morning with his throat cut. He was known to have had a large amount of money in his possession, which is missing. It is supposed he was murdered for his money. No clue to the murderer.

The Fenian enthusiasm in New York has all subsided, and the late rebellion in Ireland is conceded to have been a disgraceful failure. The only party who receive any attention are those who favor an invasion of Ireland. Several meetings have been held on the subject of an early invasion, and steps are being taken that look somewhat like work. The *Herald's* St. Albans correspondent says that several United States army officers had arrived and passed through that place lately, although no troops had come as yet. It was rumored, however, that a force had been forwarded from Fort Warren. The militia officers about the village had been consulting as to the amount of equipage and ammunition needed to fit out certain companies for service. On the other hand, several bands of Irishmen had arrived, well equipped with everything requisite for a tour, and bearing traces of an undoubted tendency towards Fenianism.

"Who is Mrs. Perry?" is the question of the day. Those who profess to know say that she is a Cincinnati lady who has a daughter to whom President Johnson's son Robert was once engaged to be married, and that the President has since taken a lively interest in her welfare.

SECOND EDITION.

4 O'CLOCK, A. M.

FORTIETH CONGRESS.

WASHINGTON, March 20, 1867.

SENATE.

Mr. MORTON presented several memorials of the Minnesota Legislature. Referred.

Mr. HOWE presented a memoral of the Wisconsin Legislature for aid in the construction of a military road. Referred.

Mr. WILLIAMS, from the Finance Committee, reported House joint resolution to extend to the employees of the first division of the Currency Bureau the benefits of the resolution giving twenty per cent. extra compensation to certain employees of the Government, with the recommendation that it be indefinitely postponed. Agreed to.

The joint resolution exempting wrapping paper made from wood or corn stalks from internal revenue tax was passed.

Mr. COOK, from the Military Committee, reported a joint resolution placing certain troops in Missouri on an equal footing with other troops in relation to bounty. Passed.

A resolution to print five thousand copies of the report of General Humphries on the physics and hydraulics of the Mississippi river, and protection of all that region from overflow was passed.

Mr. ANTHONY introduced a resolution instructing the Committee on Printing to inquire if there be any deficits in the account of the late Superintendent of Printing; whether he made contracts prejudicial to the Government; whether he bought more paper than he should, &c.

Mr. ANTHONY explained the object of the resolution, to be to remove certain impressions created by the conduct of the late Superintendent. He read a letter from Wendell denying the allegations made against him, and requesting investigation. The resolution was adopted.

Mr. CHANDLER, from the Committee on Commerce, reported a resolution authorizing American citizens to dispose of vessels to friendly belligerent Governments under certain circumstances. Laid over for the present.

Mr. TRUMBULL introduced a bill to amend the bankrupt bill to repeal the provision requiring the Chief Justice of the United States to appoint Registers of Bankruptcy and providing that the Registers be appointed by the District Courts.

Mr. TRUMBULL said the measure had the sanction of the Chief Justice. Laid over for the present.

Mr. SHERMAN moved to reconsider the vote by which the bill exempting from Internal Revenue tax wrapping paper made from wood or cornstocks was passed.

On motion of Mr. SHERMAN, a tax of ten per cent. was imposed on all State, municipal or corporate notes or scrip issued by any National banks, and thus amended the bill passed.

A letter from the Secretary of the Treasury was previously read, showing that the National banks in New Orleans were issuing scrip as currency.

The bill to sell certain stocks held in trust for the Chickasaw and Choctaw Indians was passed.

Mr. MORGAN reported favorably on remitting taxes on steam agricultural machinery. The subject was postponed until to-morrow.

Mr. TRUMBULL called up the joint resolution to suspend further proceedings under an act to appoint a Committee to pay loyal slave owners for slaves enlisted in the army. Messrs. Davis and Saulsbury opposed the resolution, which then passed by 32 against 7.

House bill to include employees in the Quartermaster and Commissary Departments with those salaries increased twenty per cent. by the resolution of last session came from the House, and on motion of Mr. WILLIAMS, was indefinitely postponed.

The Senate then went into Executive session, and soon after adjourned.

HOUSE OF REPRESENTATIVES.

Mr. SCHENCK introduced a joint resolution to extend to employees of the Quartermaster's and Subsistence Departments at Washington the provisions of the joint resolution giving twenty per cent. additional compensation to certain employees of the civil service of the Government at Washington. It includes mechanics, laborers, watchmen and other employees in these departments.

Mr. WILSON, of Iowa, from the Judiciary Committee, reported back Senate bill to provide for a District and Circuit Court of the United States for Nebraska, with an amendment giving the Judge of the Eighth Circuit, $100 additional salary to defray traveling expenses. After discussion, the amendment was rejected and the bill passed.

Mr. HULBURD, Chairman of the Committee on Public Expenditures, stated that the committee had taken testimony which apparently inculpated one or more members of the Senate, and the committee deemed it proper to report to the House, to state that such action might be taken as comported with the courtesy due from one house to the other. He offered the following:

Resolved, That the House having been informed by one of the committees that testimony having been brought to the knowledge of said committee, which testimony apparently implicated one or more members of the Senate, the House therefore directs all such testimony to be transmitted to the Senate for its information.

Mr. SPALDING inquired whether the resolution contemplated any further continuance of this session.

Mr. HULBURD replied that it did not.

Mr. TABER stated that as one of the minority of the Committee he did not agree to the report. The evidence was to his mind entirely insufficient to base such a resolution upon, and he asked that it be read to the House.

Mr. HULBURD stated that the report just submitted was based on testimony taken by the Committee last session, together with the evidence of one witness who appeared before the Committee of the present Congress; and if the House should require the reading of all the testimony, it would probably occupy six days.

After debate, the resolution passed.

Mr. HULBURD reported the following resolution:

Resolved, That it is the sense of the House that Henry A. Smythe should be immediately removed from the office of Collector of the Port of New York, and that the Clerk of the House cause a certified copy of this resolution to be laid before the President of the United States.

Mr. BUTLER opposed the resolution, and said that there was but one way by which the House should demand the removal of a high officer, and that was by impeachment. There was no other way.

Mr. RANDALL expressed the opinion that the resolution was unusual and uncalled for.

Mr. BUTLER asked Mr. Randall what should be done if the President refused to remove Mr. Smythe.

Mr. RANDALL replied that if the President did what was right, he would tell the House if it passed the resolution, to mind its own business. [Laughter]. He concurred in the opinion that Smythe should be removed, if not for malfeasance, for unfitness.

The morning hour expired, and the resolution went over until to morrow.

The House went into Committee of the Whole, Mr. BLAINE in the Chair, and resumed the consideration of Senate Joint Resolution, appropriating one million of dollars for the relief of the destitute people of the South. General debate being ordered, it closed in a few remarks. Messrs. BANKS and BINGHAM withdrew their pending amendments. Mr. BINGHAM offered an amendment to strike out of the Joint Resolution the words "appropriation of one million dollars," inserting these words, "and to that end the Secretory of War is hereby authorized and directed, through the Commissioner of the Freedmen's Bureau, to apply so much as he may deem necessary for the purposes aforesaid of unexpended monies heretofore provided to supply freedmen and refugees with provisions or rations."

Mr. BUTLER made a speech against the amendment and joint resolution, declaring it was intended to aid in this way the able-bodied white rebels, who were loafing around corner grocery stores, and refusing work, while the "mudsills of the North" are forced to work.

Mr. SPALDING supported the joint resolution.

Mr. WOODBRIDGE, for the purpose of showing that Union soldiers who suffered in rebel prisons were themselves in favor of this bill, read a letter from a soldier living in Rutland, Vermont.

Mr. LOGAN, while considering it as an argument, quoted against it resolutions adopted in a meeting of associations of the Grand Army of the Republic, in Washington, New York and elsewhere.

Mr. WOODBRIDGE declared if such associations consisted of soldiers, they were wanting in the finest element that distinguished a coward from a brave man. [Applause.]

Mr. BROOMALL supported the amendment, and insisted it would be adopted, and the joint resolution as amended be passed.

Mr. LOGAN could not see what the question of bravery and soldierly conduct had to do with the passage or defeat of the resolution. He disliked to hear those remarks from the gentleman from Vermont. He did not think they came in good grace from a man who had never had an opportunity of testing that courage, so as to know whether he was a brave man or not. If the resolution passed, he should propose that like aid be granted to those who are suffering from inundation in the Ohio and Mississippi valleys.

Mr. BUTLER, referring to the intimation made by Mr. Woodbridge the other day that he (Butler) was not a statesman, said he agreed to that, and had just escaped being a statesman by failing being elected to the Thirty-ninth Congress. (Laughter.)

Mr. WOODBRIDGE denied he had said any such thing.

Mr. BUTLER—Then the gentleman from Vermont means to say I am a statesman. I am very much obliged to him. (Laughter). As to the action of the soldiers of the Grand Army of the Republic, I received from them unsolicited a resolution supporting my course, and so long as I have the approval of the soldiers of the army, I can very well do without that of those who were not out of this House during the entire war. (Laughter from the Democratic side.)

The debate went on a considerable time, with some asperity of feeling. It was participated in by Messrs. Schenck, Lawrence, of Ohio, Pile, Miller, Farnsworth, Broomall, Shellabarger, Butler and Benjamin.

Evansville City Election.

EVANSVILLE, Ind., March 21.—The approaching city election is producing some excitement. The Democrats are split up, fighting each other.

FROM ST. LOUIS.

Runaway Sheriff Arrested—Burglary—The Test Oath—Injunction Granted.

ST. LOUIS, March 21.—John Ownby, Sheriff of Adair county, who absconded with $20,000 of State money, a short time ago, was recently arrested at Little Rock, Ark., and brought back. It is probable that most of the stolen money will be recoverd.

An extensive burglary was committed yesterday morning. The tailoring establishment of Stephen Cummings, on Olive street, was entered and about one thousand dollars worth of cloths, &c., carried off.

The State Supreme Court has rescinded the order requiring lawyers to take the test oath prescribed by the Constitution.

The Goodyear hard rubber patent case, which has been before the United States Circuit Court for two days, was decided this evening by Judge Treat granting an injunction against dentists using said patent, with the privilege to them to dissolve the same on giving bonds for two thousand dollars to keep an account to pay such sum as may be awarded on the final hearing, and costs.

Weather damp and chilly, with indications of rain.

HIGHLY INTERESTING.

NEW YORK, March 21, 1867.

CORRECTION.

The Mrs. Kimball who came to her death, as alleged, from the effects of an attempt to produce abortion, was not the wife of Major Kimball, of Hawkin's Zouaves, but the widow of the late Lieut. Kimball, taken prisoner during the Mexican war and died in captivity. The wife of Major Kimball is employed in one of the departments at Washington.

NEW TAMMANY HALL.

The Tammany Society have purchased a lot on the north side of Fourteenth street, formerly the site of Medical College and University, which was burned down with the Academy of Music. The ground is 116 feet front and 121 feet deep. It cost $80,000. The balance left for a building fund is $70,000, which will be increased to several hundred thousand.

FROM NASHVILLE.

Franchise Law Decided Constitutional—Railroad Repairs.

NASHVILLE, March 21.—The Supreme Court rendered a decision to-day sustaining the Franchise Law of last session of the Legislature. The decision is contrary to the expectations of Conservatives. The Radicals are much elated, and the Conservatives despondent.

In consequence of the rains, the repair of the Nashville and Chattanooga Railroad has not progressed as rapidly as expected. Trains will, however, be running through Saturday.

FROM LOUISVILLE.

Great Suffering in Inundated Districts—Towns Wholly Deserted.

LOUISVILLE, March 21.—The destitution in the inundated districts on Green river is very great. The people are suffering for the necessaries of life. Many were compelled to leave their homes. Berk City is entirely deserted, the inhabitants being compelled to flee to the hills. Shawneetown is submerged. The wharf boat is crowded with unfortunate refugees.

Relief for the South.

ANNAPOLIS, MD., March 21.—In the Maryland Senate the bill appropriating $100,000 for the relief of destitute people in the South was passed to-day.

☞ *Advertisements on this page under the several heads of* WANTED, FOR SALE, FOR RENT, &c., *will be inserted at transient rates only*—TEN CENTS *per line for each insertion. No advertisement less than* THIRTY CENTS.

WANTED.

WANTED—GIRL.—To do Dining Room work. Must come well recommended. Inquire at No. 47 Third street.

WANTED—PURCHASER—A purchaser for a Retail Grocery Store. Good location. Good room; cheap rent. A No. 1 chance. Address "Grocer," Commercial office.

WANTED—$10,000 OR $15,000—For Sale, about forty miles from Pittsburgh, the whole or the one-half interest in a Dry Goods and Grocery Store, now doing a business of about $100,000 per year. This is an opportunity seldom offered for getting into an established business, in a pleasant location, with a sure thing of making money. Good reasons given for wanting to sell. Address Lock Box 75, Pittsburgh.

WANTED—ROOMS—One or two good sized Rooms in the central part of the city. Address CLEMENT TETEDOUX, 148 Third street.

WANTED—BOARDING—For a gentle man and Wife, with furnished room. Must be in a good, clean part of Allegheny city. Address C, Lock Box 125, Pittsburgh.

WANTED—TO RENT—In Lawrenceville, one or two Rooms, suitable for a Physician's office. Butler street preferred. Address "Doctor," Pittsburgh, Pa.

WANTED—SITUATION—By a Young Man who can be highly recommended, a situation in a Wholesale or Retail Hardware or Grocery Store. Can act as Salesman or Clerk. Address B, this office.

WANTED—SITUATION—By a Young Lady as Book-keeper. Is thoroughly competent to take charge of any set of books. Is also a good compositor. Address D. W., Arsenal Postoffice.

WANTED—SITUATION—A Young Lady of good education would engage as Private Tutor or Governess in a religious family. Address J. L., care Lock Box 130, Pittsburgh Postoffice.

WANTED—SALESMAN—A Salesman in a Wholesale Notion House, who can command a good trade in Pittsburgh and vicinity. Liberal salary paid. Address THEO. WEIL & CO., No. 227 North Third street, Philadelphia.

WANTED—BOY—A Boy to take care of a family horse in the country. Boy about sixteen years old preferred. Apply at this office.

WANTED—SASH MANUFACTURERS AND HOUSE BUILDERS—To examine Barney's Patent Flush and Safety Sash. Model to be seen at this office. Rights will be sold.

WANTED—FARMERS—One hundred Farmers to engage in a business that will pay from $100 to $150 per month from now until next spring. Address JONES BROTHERS & CO., 507 Minor street, Philadelphia, Pa.

WANTED—MATRON—At the Home for the Friendless, in Allegheny. Good references required. Apply to Mrs. BREADING, or Mrs. H. P. SCHWARTZ. tf

WANTED—TO SELL—The right of sale in Allegheny county, Pa., of a Valuable Patent. For particulars address E. A., this office.

WANTED—CUSTOMERS—Persons in need of Bill Heads, Cards, Books, or any kind of Job Printing, to call at SEIBERT & CO'S, Steam Book and Job Printers, corner of Fourth and Wood streets.

WANTED—DESK—A small second-hand Office Desk. Address E. P., this office.

WANTED—CHARCOAL—We are now prepared to contract for 75,000 to 100,000 bushels Charcoal, deliverable either by River, Rail or Wagons. Apply at No. 83 Water street, or address SINGER, NIMICK & CO., Sheffield Steel Works, Pittsburgh, Pa. M, W, F

WANTED—PROPOSALS—From parties wishing to purchase or rent a good property in the suburbs on line of Pennsylvania Railroad, and close to a regular station. House is large and complete, and good piece of ground with it. Direct to S., 119 First street, Pittsburgh.

WANTED—SCRAP IRON—Wrought and Cast Scrap Iron, at highest cash prices, at corner Penn street and Cecel's alley. MULLIN & MALONEY.

WANTED--AGENTS.

WANTED—AGENTS—20,000 Agents Wanted. A sample sent free, with terms for any one to clear $25 daily, in three hours. Business entirely new, light and desirable. Can be done at home or traveling, by both male and female. No Gift Enterprise or humbug. Address W. H. CHIDESTER, 266 Broadway, New York.

WANTED—AGENTS—$10 from $1, or $18 to $30 per day, made easily the year round without risk in a new business, light, pleasant and honorable, and no competition. Good energetic Agents (Ladies and Gentlemen) are wanted to represent us in every city and county. A rare chance to make money and permanent employment is offered to every person having a few hours daily to spare. For further particulars please call on, or address G. W. JACKSON & CO., 11 South street, Baltimore, Md.

WANTED—AGENTS—$50 per week—Male or Female—at their own homes; business light, pleasant and honorable. For particulars address, with stamp, FOOT & CLARK, Detroit, Michigan.

WANTED—AGENTS.—Agents wanted for "The History of the War between the States; Tracing its Origin, Causes and Results," by Hon. Alexander H. Stephens. And for the Life, Letters and Speeches of Hon. Alexander H. Stephens, by Henry Cleveland. Send for Circulars and see our Terms. Address "National Publishing Company," 507 Minor street, Philadelphia, Pa.

WANTED--HOUSES.

WANTED—TO RENT—A House containing six or seven Rooms, in a central part of Pittsburgh or Allegheny. Address immediately, Box F, Commercial office.

WANTED—TO RENT—A House of six rooms, with about half an acre of ground, near a station on Connellsville Railroad, between McKeesport and Pittsburgh. Address T. N. P., Commercial office.

WANTED—TO RENT—A small House. Address A, this office.

THE WEEKLY COMMERCIAL.

A LARGE SHEET CONTAINING ALL THE CURRENT NEWS, MISCELLANEOUS, LITERARY AND SCIENTIFIC INTELLIGENCE, AND VALUABLE READING FOR THE FAMILY.

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FOR RENT.

FOR RENT—EIGHT FARMS—Eight Farms, known as the McKean Lands, lying in Sewickley township, a short distance north of the Ohio river, in the County of Allegheny belonging to the Commonwealth of Pennsylvania, are now for rent and will be leased for two years from 1st of April, 1867. S. R. ROSS, Deputy Escheator. Office, No. 102 Fifth street, Pittsburgh.

FOR RENT—STORE ROOM—The Store Room No. 110 Smithfield street, opposite Custom House. Inquire on the premises.

FOR RENT—APARTMENTS—Office and and Dwelling apartments, second floor of 185 Liberty street. Possession April 1st. Inquire of BECK & CO., on the premises.

FOR RENT—COAL WORKS—The Springdale Coal Company offer their Works for lease, situated on the Western Pennsylvania Railroad, sixteen miles from Allegheny city. The mines are now opened, and all the necessary conveniences for loading and shipping Coal, with siding, large scale, blacksmith shop, and houses for miners. Proposals will be received until Friday, the 22d inst., at noon. All necessary information will be furnished on application to either of the undersigned. Dr. THOMAS GALBRAITH, President, Tarentum, Allegheny county, Pa., or JAMES McQUISTON, Secretary, 52 Fourth street.

FOR RENT—COUNTRY RESIDENCE—House, Fine Orchard and Eight Acres Superior Garden and Pasture Land, one mile from Allegheny city. Inquire at Toll House, at the head of Federal street, Allegheny city.

FOR RENT—ROOM WITH POWER—The Second Story, 40 feet wide by 80 feet long, or a part, if desired, thereof, of building situated at corner of Morris street and A. V. R. R., Ninth ward, known as Enterprise Planing Mill and Box Factory. Inquire of BASSETT, ANDERSON & MORROW, on premises.

FOR RENT—DESK ROOM—In a large second story front room. Inquire at the Office of the Pennsylvania Insurance Company, No. 31 Fifth street. tf

FOR RENT—OFFICES—The third floor of Pittsburgh Savings Bank, corner Liberty street and Virgin alley; two fine rooms. Rent $500. Inquire of Capt. BIRMINGHAM, Cashier.

FOR RENT—BASEMENT—Basement Room of Third National Bank Building. Possession on April 1st. Inquire of JOHN B. LIVINGSTON, Cashier.

FOR RENT—ROOM—One Large Third Story Room of Warehouse 325 Liberty street. Inquire on premises.

FOR RENT—HOUSES—Dwelling Houses in Allegheny and Manchester. Inquire of S. A. JOHNSTON, Attorney, 81 Diamond street, or WM. CLAYTON, 37 Diamond alley.

FOR SALE--HOUSES.

FOR SALE—DWELLING HOUSE—A new double brick two-story House, large hall and ten rooms; gas and water through the whole house; 32 feet front by 65 feet back. No. 94 Second street, Allegheny city. Price $5,000, (five thousand dollars). It is very cheap; it cost more money to build it. Inquire of ROBERT F. WEDDELL, corner of Smithfield and Water street, or of JOHN F. HOFFMAN, on the premises.

FOR SALE—HOTEL—Will be sold at Public Sale, on Monday, March 25th, 1867, the United States Hotel, of Franklin, Venango county, Penna., with Furniture and everything appertaining to a first-class Hotel. One-half of the purchase money may remain on mortgage, the balance cash. WM. CUNDY, S. HECHT.

Also, at the same time, 15 Acres of Oil Land.

FOR SALE—BRICK DWELLING—A very desirable two story Brick Dwelling, containing 8 Rooms and Wash House, pleasantly situated on Cliff street, and having Hot and Cold Water, Gas, Range in kitchen, and all modern conveniences. The lot is 80 feet front by 147 feet deep, and ornamented with shrubbery and trees. Stable and Carriage House. Possession April 1st. JOHN D. BAILEY, No. 102 Fourth street.

FOR SALE—HOUSE—A new Brick House, No. 305 Federal street, Allegheny, containing Six Rooms, Hall and Finished Garret, with all modern improvements. Gas and water throughout the house. Lot 20x100 feet. Inquire on the premises, or of G. M. PETTY, No. 13 St. Clair street.

FOR SALE—RESIDENCE—A new first-class house of ten rooms, Central street, Allegheny City, with bath room, wash house, water-closets, etc. Location the very best. Will be sold on easy and favorable terms. Address "House," Box F, this office.

FOR SALE—TWO NEW HOUSES IN APRIL—Two new Country Houses, now being built near Sewickley, convenient to stations, churches and schools, and *to be finished in April*. Each will have Eight Rooms and a Finished Cellar, extending under whole building; each will have Bath Room, and Four Marble Mantles, with as much ground attached as desired. These houses are well-situated, and have been very carefully planned and built, with especial reference to family comfort and convenience. For particulars address CHARLES McKNIGHT, Ridge street, Allegheny City. cod

FOR SALE—COUNTRY RESIDENCE—Beautifully situated on the second bank in the Borough of Rochester, Pa., commanding a fine view of the Ohio river, and within three minutes' walk of the railroad station; trains for Pittsburgh nearly every hour. Contains Eight Rooms, with Wash-house, Stable, Carriage-house and other outbuildings; about one acre of ground, and plenty of fruit. Price low. Possession given immediately. For further particulars address CHAS. B. HURST, Rochester, Pa.

FOR SALE--CITY.

FOR SALE—LOCUST POSTS—A lot of superior Locust Posts, on the DILLER FARM, on the Four Mile Run Road.

FOR SALE—STORE—The undersigned offer to sell at wholesale, their entire stock of Goods, at Penn Station, Pennsylvania Railroad consisting of Dry Goods, Groceries, Boots, Shoes, Hats, Caps, Notions, &c. Any person wishing to go into the mercantile business will find this a good opportunity. We will either sell or rent the building. J. F. & D. LANDIS.

FOR SALE—PATENT RIGHT—A good chance for making money with small investment of capital. For sale at a bargain, the State Right for Hamilton's Patent Oscillating and Reciprocating Muly Saw Hangings, one of the best Patents out. Agents are making from $300 to $500 per month, clear of all expenses, by selling and putting in these Machines. For particulars and to see the model, call at Joseph Woodwell's Establishment, corner of Wood and Second streets, Pittsburgh, Pa. L. F. WILKINSON, Agent.

FOR SALE—STEAM ENGINES—Five Steam Engines of the following dimensions: Two Engines, cylinders 10 inches diameter by 24 inches stroke; one 8 inches diameter by 20 inches stroke, and one 6 inches diameter by 14 inch stroke. One Oscillating Engine, cylinder 9 inches diameter by 13 inches stroke; also, one 18 inch Swing Lathe, 13 feet bed. Cheap for cash at ANDREWS & ARMSTRONG'S Machine Shop, corner Sandusky and Water streets, Allegheny, Pa.

FOR SALE—WAGON—A Light Spring Wagon, second hand. Apply at WORKMAN, MOORE & CO.'S Carriage Shop, Beaver street, Allegheny.

FOR SALE—WINDOW SASH—A complete Window Sash, novel and handsome. The upper and lower Sash are flush, appearing as one, yet by an ingenious method they pass each other when not closed. Perfect safety secured. Old Sash can be altered at small expense. Rights will be sold.

FOR SALE—BUSINESS STAND—A first-class business stand, being No. 524 Penn street, Fifth ward, Pittsburgh, adjoining the Fifth Ward Market House. For further information, terms, &c., apply at the Real Estate and Insurance Office of G. S. BATES, Butler street, Lawrenceville.

FOR SALE—LEASE AND FIXTURES of a first class store in the most desirable part of Fifth street. For particulars apply at No. 47 Fifth street.

FOR SALE—DISTILLERY—Bonded Warehouse and two Warehouses. All the buildings are brick and substantially built. JOHN D. BAILEY, No. 102 Fourth street.

FOR SALE—BUILDING LOT—A beautiful Building Lot of 2½ acres, at Shady Side Station, Pennsylvania Railroad. JOHN D. BAILEY, No. 102 Fourth street.

FOR SALE—BUILDING LOT—A desirable Building Lot, at Millvale Station, Pennsylvania Railroad, of 2½ Acres, within thirty minutes' walk of Millvale Station, and six minutes walk of horse railroad. Inquire of ISAAC M. PENNOCK, No. 29 Wood street, or JOHN D. BAILEY, No. 102 Fourth street.

FOR SALE--REAL ESTATE.

FOR SALE—FARM—The McNamee Farm in Crescent township, Allegheny county, Pa., containing about 146 acres. This Farm is almost opposite Leetsdale Station, on the Pittsburgh, Fort Wayne and Chicago Railroad. The improvements consist in a small Frame Dwelling House, Spring House, Log Tenant House, and good Log Barn. The place is well watered; about 12 acres in meadow. Title indisputable. For terms, &c., apply to SARAH McNAMEE, on the premises, or to D. W. & A. S. BELL, No. 144 Fourth street, Pittsburgh, Pa.

FOR SALE—FARM—Farm containing about 187 Acres Fine Farming Land, only 12 miles from the city, on the Perrysville Plank Road. For further particulars, address Farm, this office.

FOR SALE—FURNACE—A Charcoal Furnace on Pennsylvania Railroad and Canal, in Blast, with 6,000 Acres Land and Grist Mill. Furnace in good order and makes first quality Juniata Iron. WILLIAM DORRIS, Jr., Attorney, Huntingdon, Pa.

CHEAP PIANOS.

$75 for a 6-Octave Mahogany Nunn's Piano.
$100 for a 6-Octave Mahogany Piano, in good order.
$140 for a 6½-Octave Mahogany Piano.
$200 for a 6-Octave Rosewood Chickering Piano, in good order.
$250 for a 6½-Octave Rosewood Chickering Piano—a first rate instrument.

FOR SALE BY
C. C. MELLOR & CO.,
81 WOOD STREET.

The Daily Commercial

FRIDAY, MARCH 22, 1867.

The DAILY COMMERCIAL *is circulated in all parts of the State, in Western Virginia, Ohio and the adjacent States, and without comparison, is the best advertising medium in Pittsburgh.*

THE COMMERCIAL *gives the only complete reports of the local markets published, and is accepted as authority by dealers at home and in all the principal cities.*

THE COMMERCIAL *is sold everywhere in the cars; and by News Dealers at all the principal points. Price five cents a copy.*

THE COMMERCIAL *solicits local correspondence, giving events of interest, concisely written; also, of improvements, inventions and personal movements.*

THE COMMERCIAL *is the only paper in Pittsburgh that uses the telegraph freely. Its special dispatches are from correspondents selected for their intelligence and reliability.*

FOR WHAT THE MONEY WAS WANTED.

When a cause is utterly indefensible in itself, it is impossible to find good arguments in its favor. Sometimes the attempts to do so are very wild, and when examined place the advocate in the position of the engineer "hoist by his own petard." For instance, a cotemporary furnishes a certain amount of very correct information in regard to the Union Pacific and Kansas River Railroad and its rival the Pacific Road, via the Platte river. The Eastern end of these roads is a thousand miles west of Pennsylvania. Each of them reaches a common point, Denver, six hundred miles further west, and each of them aims, by connections, to reach a common point on the Atlantic coast, NEW YORK, (for which see the figures.) Each of them will be the best route to China and Japan. The Union Pacific Railway of the Platte is being made by New Yorkers, Chicagoans and others, (by the sale of the road and Government bonds.) The Union Pacific Road of the Kansas is being made (in the same way) by a few Pennsylvanians, (prominent members of the Pennsylvania Railroad ring chiefly,) and St. Louis folks. "Viewed from this stand point," quoth our cotemporary, who, by the way, omits the information we give in brackets, "the bill to enlarge the capital of the Pennsylvania Railroad Company, which recently passed the Legislature, will be seen to be a wise and beneficent measure."

"This is a noble and legitimate enterprise," (but things are getting tight, Union Pacific Railroad bonds do not sell fast—each mile westward grows more costly, and it will be worse in the mountains,) and the Pennsylvania Railroad ought to put it through!

From the article on which we comment we learn for the first time that so monstrous a misuse of the privilege asked was in contemplatian. With such a purpose known, even had the bill been harmless in other respects, its veto by an honest Governor was inevitable, and now that the iniquitous intention has been set forth, Governor GEARY is a thousand fold entitled to the thanks of the stockholders of the Pennsylvania Railroad Company for this timely protection.

"But this is not all," says the advocate of the "beneficent measure;" and then he goes on to show how important it is for the Pennsylvania Railroad (to further insure the success of the Union Pacific Kansas speculators,) to buy and change the gauge of 283 miles of road from Saint Louis to Kansas City! Again may the stockholders thank Governor GEARY for his veto. But the strongest argument of all is given at the last, where quite an array of figures is offered to show that by this "beneficent bill" enabling the Pennsylvania Railroad *Directors* to spend the stockholders' money 1,500 miles away from their own line, and which is given as a reason why they ought to do it—is—what do you think reader? Simply that a line of rail from Denver about two thousand miles, by way of the Kansas Road and Saint Louis and Pittsburgh, is ninety-one miles shorter to NEW YORK than the line via the Platte Road, Chicago and Dunkirk. This distance advantage is expected to command the great trade to Japan—making it come through Pennsylvania to reach the city of NEW YORK, and is urged as a reason why the Pennsylvania Legislature ought to give unlimited powers to the *Directors* of the Pennsylvania Railroad! When we see the friends of the Pennsylvania Railroad urging that the STATE OF PENNSYLVANIA is to derive such immense benefits from securing through her territory a route between New York and trans-Mississippi regions, ninety-one miles shorter than another route through New York State; we cannot help thinking of the course of that Company in regard to other roads. How bitterly and successfully the Pennsylvania Company fought to *prevent* the Atlantic and Great Western Company from making through Pennsylvania a road, which would have effected nearly the same saving of distance over the New York lines from the West to Philadelphia and New York! How persistently is she now fighting to prevent the Pittsburgh and Connellsville Road from constructing a line through Pennsylvania, which would shorten the distance from Pittsburgh—and consequently from the lakes and the great Northwest—to Washington City, sixty-seven miles!

We thank Gov. GEARY again, for the veto of a Bill which gives power to the *Directors* of the Pennsylvania Railroad Company to use unlimited means to foster speculations in the Rocky Mountains, and to crush out legitimate Railroad enterprises in Pennsylvania.

QUACKERY.

It is hard to conjecture what is to be the ultimate effect of the extensive quackery existing in this country. We mean now specifically quackery in the healing art. There is something analogous to it, perhaps, in other professions and trades, but in the preparation and prescription of remedies for bodily ailments it has secured a place of prominence and influence that has no parallel in other callings. That it does much mischief to health, that it is often a cheat in its money aspects, and that life is sometimes sacrificed by it, are matters of general belief. Yet it thrives and prospers.

The learned part of the medical profession are usually found opposing and denouncing quackery, but that makes no difference, unless it be to give it greater success. Its pretensions are often preposterous and absurd enough to sink anything else, but in quackery the more absurd they are the more sure they are of taking with a class of the people, and not a small one. A medicine with an unintelligible Greek or Hebrew name is certain of an immense run. A remedy of aboriginal use so far outstrips everything in the materia medica of scientific nations, that there is no room for comparison or competition.

It must be profitable. The medicines are said to be made with little expense, and are usually sold at high prices. Large fortunes have been made by pills, lotions, febrifuges and vermifuges. The appearance of many country papers, where they are advertised, would indicate a wonderfully extensive use of the various kinds of nostrums. It would be a curious and perhaps useful inquiry, whether they affect the health of communities favorably or unfavorably. We would fondly hope that they may, at least some of them, be harmless. It would be all the better, if the hope could recognize some also as being useful. And we fear there is no use in saying anything against them, for people will take some sort of medicine when they feel pain or fear disease.

NEW YORKERS complain of high rents, and express apprehensions of the effect they are going to produce on the population and business of the city. It is a matter that will regulate itself, there as well as elsewhere. One year's experiment will be as much as many persons will want, for determining whether they will be kept on the stretch of anxiety and labor, in order to meet the demand of the landlord, without a chance of saving anything for themselves. When it becomes evident that business cannot be done with profit or without loss, wise and honest men will decline it as soon as they can, and the decline of business will insure a diminution of rents. They are not always the wisest landlords that ask the highest rents.

PENNSYLVANIA'S TRUE POLICY.

When DE WITT CLINTON was pleading for the construction of the great canal in New York State, the project was opposed on the ground that there was already a water communication nearly half the length of the State by the Mohawk river, on which for a part of the year a few batteaux were poled up and floated down. The opposers said that the proposal to make a "big ditch" was like making a second hole in the door for the little cat, when there was already a large hole for the big cat. The policy favored by the Legislature of Pennsylvania in railroad matters is like that of those who opposed the New York canal, but there is this difference in the illustration; that by not allowing a big hole to be made it keeps out all that cannot squeeze through the little one.

It was very true that the Mohawk scows did carry all the freight that was carried by water, for there was no other water conveyance. But it is equally true that when the canal was made, it immediately began to carry a hundred times as much as the Mohawk had ever floated, and that not a single boat ever afterwards was poled up or floated down that precarious stream. No one can deny that the Pennsylvania Railroad does carry all the freight that is carried eastward from this point, for there is no other means of transportation; just as it was with the Mohawk river. But that does not begin to prove that our business does not require a very large extension of means. It does not prove that the business would not be immediately doubled were another good road put in operation through the State.

We do not complain of a want of *Western* facilities. We only wonder that roads continue to be made, with connections converging at this point. We can account for it only by supposing that there has been an expectation of increased facilities continued from this point. And on no other supposition can it be reasonably expected that Congress will continue to make appropriations for the improvement of the Ohio river. For this would be but offering inducements for freight to this point, to confront her with difficulties and delays for want of sufficient transportation eastward. Far be it from us to disparage what we have. There is no better furnished or better managed road known to us than the Pennsylvania Central. We do not like its discriminations to the disadvantage of our local and State business, but it does all the business that it can, and does it well. Roads, however, have limits to their capacity, and what we object to is the limiting the *transportation business* eastward from this point by the capacity of one road. It is a pecuniary advantage to the State, in various ways, to have transit business carried on in it. It affords employment and profit to large numbers of people, and so enriches the Commonwealth. And the more we have of it, the better it is for the State. And it seems to us amazing that the vast interest of Philadelphia, which lies exactly and most emphatically in the same category of that of the State, should be kept out of view by the comparatively trifling interest held in that city, in the stock of the Central Company. The persistent action of the Legislature against this obvious interest of the Commonwealth is the only parallel to the self-damaging course of our Eastern metropolis. Two such extraordinary aberrations, it is but reasonable to believe, must have their impulse from some common source.

We take the wish of the Central Company for an increase of capital to be virtually an admission of the correctness of position and of the force of our arguments in favor of a free railroad law. The very ground that they took, and on which the Governor vetoed their bill, favors our entire plan. They wanted *indefinite* increase, that is, so as to meet the necessities of a business through the State, that will inevitably increase. The difference, however, between their plan and ours for meeting those necessities is this, that they wish to have all future railroads under their control, we wish to have them independent. And we wish for a general law that will allow capitalists to make railroads when and where the business requires them. This is one way of *indefinitely* increasing railroad capital in Pennsylvania, and we hope it is the only way that the people of Pennsylvania will ever allow of its *indefinite* increase.

We take also the Company's *discriminations* in charges for freight and passenger fare, to be an admission of the justness of all that we ask. The practice shows that whenever the interests of two roads or more regulate prices they are diminished, and and whenever one road alone controls the matter prices are raised. An illustration was given lately—a keg of nails from Boston to Cincinnati cost 54 cents, from Baltimore to Wheeling 100 cents—nearly double for less than half the distance. Such discriminations supply arguments for competing and independent roads.

A PRACTICAL VIEW OF LEGISLATION.

Colonel McCLURE, writing from Harrisburg, takes a view of matters at Harrisburg, of the measures necessary to secure legislation, and of the failure of Pittsburgh to use them, which it must be confessed is shockingly practical—the result, no doubt, of long observation and much experience. We quote:

"Pittsburgh takes a railroad eruption always about once a year, and this time they are casting up mire and dirt against all the railroad legislation of the session. They denounce the supplement to the Pennsylvania Railroad charter as the hugest of anacondas; they pronounce the Free Railroad bill of the Senate as a mere aggregation of monopoly serpents, and the defeat of Connellsville is regarded as a constrictor with sufficient swallowing capacity to take down the bulk of Pittsburgh's interests at one gulp. I am not posted on these propositions, and have been cruelly neglected by the men who persuade correspondents how to manufacture public sentiment. If they are not right, why don't Pittsburgh make them right? What's the use of complaining? They know how things are done here as well as any other party, for their papers have told them often enough; and if they won't attend to their own affairs in a practical way they ought not to complain. Business is business! What's the use of bring pop-guns at a lot of the choicest of roosters? I beg the Pittsburgh papers to save their indignation and liberalize their business operations. They would not dance at a funeral, nor play the dead march at a ball—and why should they hurl the thunderbolts of indignant virtue at the Pennsylvania legislature? It's a fearful waste of the raw material."

EVERY newspaper publisher is anxious to get a large circulation. Many expedients are resorted to for the purpose. Every subscriber is exhorted get "one more," earnest and frequent appeals are made to "sustain the paper," specimen numbers are sent, premiums offered, &c., &c. We have nothing to say against any of these methods of getting introductions to new patrons and neighborhoods. But there is one method which can be recommended with entire confidence, and that is, to make the paper worth having, full of good reading, news, sentiment, information, suited to improve and gratify old and young, and injurious to nobody.

ST. PATRICK'S DAY was celebrated with unusual enthusiasm by the Irish in New York city. The city papers express regrets—some of them their indignation—at the violent and brutal conduct of a part of the procession in attacking a man in the street, and in fighting the policemen who attempted to rescue him. About twenty policemen were injured while attempting to perform their duty. One paper, as a sort of apology for their riotous conduct, says they were elated by the news of the Fenian rising in Ireland. We cannot see the connection between the rising in Ireland and the rising on peaceable citizens in New York. And if the dubious and disastrous rising in Ireland makes them so crazy in New York, how unruly would they be if their movements in Ireland were attended with some success?

COL. McCLURE denies that he has in any manner interfered with the Connellsville Railroad bill. He was accidentally in the House when it was up, and spoke to no one in regard to it. He says he "was on his way to Philadelphia, and thought no more of interfering with legislation than he did of preaching piety to the legislators. He begs to be spared the imputation of lobbying the present legislature." Nothing could be more satisfactory than this explanation.

THE STEAMER "GREAT REPUBLIC."

Her Arrival at Cincinnati—She is Visited by Thousands—The Trip Down the River—Scenes and Incidents.

Special Correspondence Pittsburgh Commercial.
ON BOARD STEAMER "GREAT REPUBLIC,"
CINCINNATI, March 20th, 1867.

The press of people to have a sight at the "Great Republic" at Pittsburgh, before she started was considerable, but to-day, the Cincinnatians have carried off the palm, in point of curiosity. From early dawn, until a late hour yesterday afternoon, when the tide of people was stopped by the police, so as to give an opportunity to the hands to work, the gang plank leading to the "Republic," as well as the boats surrounding her, were crowded with people, anxious to have a sight at our magnificent boat. Upon every side, and by all who visited her, was she praised, not only for the regal magnificence of her appointments, but for symmetry of model and perfect working.

I can imagine nothing more amusing than the remarks that were passed by many of those who gave her a close inspection, but who were evidently not conversant with the price schedule of the material used in building boats of the same description as the "Republic." A knot of men, within my hearing, yesterday, variously estimated her as having cost from three hundred thousand to one million dollars. The pictures and ornaments of the saloon, of course, were the great attraction for the most of our visitors, but to steamboat and other business men, the capacity and general behavior of the machinery and working of the boat came in for its share of comment. In no case did I hear a word except that which was the highest praise. Of course this is flattering to the projectors and builders of the boat, and inasmuch as Cincinnati has heretofore claimed the honor of being the place *par excellence* on the Ohio where steamboats can be built with any degree of perfection, such remarks are, if nothing else, flattering to the pride of our Pittsburgh mechanics. But I have already acquainted you with enough of the workings of the boat to satisfy most inquiring minds, therefore I leave a subject which can be of little interest to any, save scientific gentlemen, or those interested in steamboats on the Western waters.

To say that there had been few among the excursionists who accompanied the "Republic" from the Iron City would be but a faint way of conveying a correct idea of the enjoyment experienced by all who chose to partake of the store on hand. Sunday morning broke unpropitious enough to preclude any idea of enjoyment outside, and until our arrival at Wheeling there was little that contributed to disturb the general quiet. Sunday had its influences, and for the first time our usually jovial company settled down to a state of serene quietness. It had been the intention of Capt. Donaldson to make a halt of at least a half hour at Wheeling, where freight and passengers were ready to come on board. On arriving at that place, however, so strong was the curiosity of the people, who would persist in coming on board, that the gang plank had scarcely been extended from the boat to the shore, than the bell tolled, and in a moment the ponderous wheels began paddling us out into the stream. The suddenness of the start threw everybody into more or less confusion, and in the excitement, no less than seven of the usually quiet and stay-at-home people of Wheeling were far from shore, and *en route* for the next nearest point—about an hundred miles off.

This little accident was quite an episode in its way, and created no little amusement on the part of those who were booked through. Like the fable, it was fun for the boys, but not much for the frogs who were being pelted with stones. One poor innocent, almost idiotic, young man, of Teutonic extraction, had to be conveyed to the saloon, and watched to keep him from jumping overboard, so greatly alarmed was he at the entirely new and novel situation he found himself in, by the sudden departure of the boat. The "unfortunates were" landed at Marietta.

Monday morning broke clear and cold—entirely too cool to suit the fastidious tastes of those who wished to view the very beautiful though rugged scenery which lined the river. In many cases the bottom lands were completely submerged, and in not a few instances we found trees of the largest description torn from their places on the river banks and landed high and dry on the high bluffs. It was evident on all sides that considerable damage had been done by the high water of the preceding days.

At Portsmouth, we halted for a few moments; the whole town had, no doubt, turned out to give us a welcome and inspect the boat, and although great inducements were held out to have us to stop a while, we moved on regardless of the entreaties and regrets of the inhabitants. At Cattletsville, the first town on the Kentucky bank of the river, a goodly number of the people were assembled to greet us; and as we passed a salute from a piece of ordnance on the shore brought most of the passengers to the guards and caused a general waving of handkerchiefs and other exchanges of friendly salutations. Shortly after passing this point, the sky became suddenly overclouded and a freezing wind, accompanied by fine snow, soon compelled all hands to seek the stoves.

We had dancing on board the same evening that we left Pittsburgh, but the hop of that evening was tame in the extreme, compared to those which have taken place since. To describe them with all the detail and minuteness which is necessary to give the reader a correct and true appreciation of the scene would occupy more space than the COMMERCIAL can usually lend to such matters; therefore I content myself with the expressive remark that they were "huge." For the first time on Monday evening the ladies donned their party costumes. They had evidently laid themselves out to look at least pretty, if not their best, and the least I can say of them is that they succeeded admirably.

At about half-past ten we arrived at Cincinnati. The band was stationed on the "texas," and as the stirring strains of "Hail Columbia" broke upon the stillness of the night, and echoed from shore to shore, the revellers in the cabin donned their hats and shawls, and in a moment the saloon was deserted. The weather had cleared up, and the moon now shone forth in all her brilliancy. The gas lights sparkled and twinkled on the shores, and the scene was one of true Venetian grandeur. Slowly the stately Republic floated round, and in a few moments our floating palace was made fast to the shore. Numbers of the citizens immediately came on board and congratulated us upon the success of our trip. Some of the gentlemen excursionists went ashore, and were paid for their trouble by a good floundering in the mud, which the fast receding water had deposited on the banks. Soon after, all retired to their rooms, and for the balance of the night all was hushed in quietness.

I have already referred to the scenes of yesterday; fancies most frolicsome and vivid anticipations can scarcely supply language adequate to portray the scene. How many people visited the boat, I am unable to say; their names were legion.

In the evening a number of the excursionists left us and returned home by railroad. But for the fact that these pleasant smiles, which, like a sunbeam, shone upon many a little circle, was missed, their absence could not be noticed. Scores of friends from the city and from the surrounding crafts visited us and participated in the pleasures of the evening which were kept up until a late hour.

Thus far to-day the stream of visitors has been nearly as great as yesterday, notwithstanding the fact that but few of them are allowed on board.

The water is falling rapidly, and we shall no doubt go under the bridge to-night. Once below the bridge, our pipes will be put up; then, ho for New Orleans. I almost forgot to mention that great quantities of freight are being sent down the river on our new steamer. R.

AN agent of the Treasury Department has been examining the Philadelphia Banks. We are assured that the examination was as searching as it was unexpected, and though we understand that black lines were drawn round the reports returned to Washington of some two, three, or four of the banks, as not being entirely regular in all their operations, we are glad to know that they all passed the ordeal unscathed in credit. If such examinations at regular intervals of time are kept up by the head of the Bank Department at Washington, there will not only much good result to the public in protection from loss, but to the banks themselves, in confining them within the provisions of the law and the rules of wholesome banking.

THE New York letter to the Boston *Traveller* says the action of the Directors of the Western Union Telegraph Company in the matter of the Russian extension has produced considerable dissatisfaction among the stockholders. The same writer says it is mentioned that at the annual election in July next an attempt will be made to change the management.

THE Astor House in New York is to be given up to stores and offices during the present season. It will have an immense value for strictly commercial purposes. The rents have already been largely increased, and it is probable that no single building in the city will pay so large a revenue.

THE EMPRESS OF MEXICO.—The Empress Charlotte, says a Paris correspondent, has resumed her regular correspondence with the members of her family. She has just written a most affectionate letter to her brother, the Count de Flandre, to congratulate him on his approaching marriage with the Princess Marie of Hohenzollern; and the moment she learned from the journals of the death of the Archduke Stephen, she addressed a touching message of condolence to the Queen of the Belgians, sister of the deceased Prince. We are happy to be able to add that these two letters denote a serenity of mind, betraying no trace of the sad malady by which the august Princess had been attacked.

MAXIMILIAN IN MEXICO.—A letter from Havana says: We are told that the Emperor, on leaving the capital to put himself at the head of the army, which is to be formed at Queretaro, had not dropped the idea of assembling a National Congress, as declared in his proclamation at Orizaba, and that while he goes resolved to act about military operations, he will not neglect taking steps to realize his above-named intention. A French paper called the *Courrier du Mexique* says that Marshal Bazaine wrote to Maximilian urging him again to leave with the French army. It observes that the Emperor's reply consisted in leaving the capital with the Mexican army for the field, and it eulogizes the step that he has taken.

THE BANKRUPT LAW.—There are strong appeals from creditors in different sections, to have a law passed declaring that the bankrupt law shall not go into effect until the close of the year. Now, "preferred" creditors have no better chances than any one else, and this is not the entertainment to which they were invited.

AT a Silver Wedding celebrated in this vicinity on the 1st inst., the following note and appropriate lines were received from a lady and read on the occasion:

HOME, February 26th, 1867.

My thoughts turn to you dear S., on this my twenty-fifth anniversary week, and in contrast to your happiness, arises the sorrow which will come with mine only seventeen short days later.

Instead of a costly offering accept the enclosed lines as a memento that the days of our childhood as well as the friendship of our riper years is still fondly cherished by your friend.

I'm dreaming of the future
And musing on the past,
And memories of bygone years
Come crowding thick and fast;
My heart in warmest sympathy
Now fondly turns to thee,
Companion of life's early day
When hearts were young and free.

The echoes of those happy hours
Oft come to me in dreams,
And steal as softly on my soul
As murmurs from the streams;
And old impressions live again,
Which in our being lie,
Of hope's bright ray and Love's young dream
That sleep, but never die.

'Tis then I feel a little hand
Steal gently into mine,
Or little arm with fond embrace,
My neck or waist entwine;
And then we seek the wild flower's haunt
By brook or shady grot,
And pluck the violet on the bank,
Or watch the shadows float.

With floral treasures in our hand
We climb the hillside green,
And garlands weave with gems so rare
That each might deck a queen;
Though gleaned with toil how quick they'd fade
And bow their heads so meek,
But left their perfume on our breath,
Their tints upon our cheek.

'Twas thus our hearts drank every joy,
As flowers drink in the dew,
For pleasures come on every breeze
To hearts when young and true.
We stood thus at Life's portals,
And bright each silvery ray
Streamed forth from every star of hope
That lit life's opening way.

But not alone life's springtide hours
Their sunny memories send,
But dawn of early womanhood
That saw our pleasures blend.
Now five and twenty years have passed
Since wedlock's holy bands
United kindred hearts to hearts
But symbolized by hands.

Though in the stormy month of March
We reached that happy goal,
And bleak and dismal nature seemed
'Twas summer in the soul,
A husband's love and children's smiles
And parents voice of cheer,
Bring back that summer to thy soul
With each revolving year.

But now the "*seventeenth*" returns
Encircled with a gloom,
For all its pleasures now are viewed
Through shadows of the tomb,
For husband's love and parent's voice
Are known no more to me,
Like him, your eldest hope, they've sunk
Into the silent sea.

But He who is the orphan's shield,
The widow's strength and stay
Sees nature weep, bids faith exclaim
"'Tis for the best alway."
The power that swept these cords of grief,
Hath this sweet comfort given,
That though these lights are quenched on earth
They're shining stars in Heaven.

Then let all words of sadness cease
That fancy light and free
May bear me where a happy throng
This night encircles thee;
Where love and unchanged friendship flow,
From hearts both old and young,
And silent notes to Hymen's praise
Are sung with *silver* tongue.

May He who "loves a shining mark"
The mortal stroke delay,
That you may live to celebrate
Your golden wedding day,
And when "life's changeful orb" is set
May you, and all you love,
Meet at "the supper of the Lamb,"
The marriage feast above.

March 1st, 1867.

Steubenville Academy.

From the notice in our columns, the public will learn that the present session of this institution will close on the 27th instant, and that the Rev. Herrick Johnson, of Pittsburgh, will pronounce the address. The examination will be on that and the preceding days. The Summer Session will commence on the 6th of May.

This institution, so widely and favorably known to the public, has made a reduction in the terms for the ensuing year. It should not be inferred, however, that there will be a diminution of excellence; on the contrary, improvement is the policy that has ever characterised the management of this famous seat of learning.

PERSONAL.

—The Macon (Ga.) *Journal* of the 13th inst., learns that Alexander H. Stephens, on being questioned regarding the duty of the South, expresses the opinion that "the best course to pursue is one of masterly inactivity." Undoubtedly the best for him.

—A Paris letter tells how certain American ladies were dressed at the Washington Birthday ball: Mrs. Munroe, the lady patroness, was beautifully dressed in white and blue. Miss Beylard was most richly attired. Miss Dix was in pink gauze. Miss Hamel was beautiful. Miss Deming in white and pearls. The merriest and brightest was Miss McKenzie. Mrs. Brooks was faultless in figure, under a rich tunic of lovely white material over tulle. The Misses Beck were dressed with the most *piquante*, Miss Morse was the most *recherche*, Mrs. Spencer in rich tulips, Mme. de Junian in sc'e ias, Mrs. Tuckerberry, in glowing satin, and Miss Clarke, budding out of a trellis work robe were the most *facinantes*.

—The next sensation of London is to be the smallest Methodist preacher in the world, now drawing great crowds in the provinces. The reverend gentleman is said to be just an inch taller than General Tom Thumb.

—A London correspondent of the Cologne *Gazette* ventures to affirm "on precise information," that the letters in which Napoleon III. some years ago promised his continuous support to Maximilian I., have been recently placed in the hands of Queen Victoria. The return of these letters has been requested by the writer in the latest phase of Mexican affairs. On being refused, their possession became so coveted that the luggage of the Emperor Maximilian was searched at Vera Cruz.

—On Tuesday last, at the Scholastic Academy, Chestnut Hill, Philadelphia, nine young and charming ladies (and being now dead to the world the compliment can do them no injury), as comely and beautiful as any equal number that ever together dropped forever the pomps and vanities of this wicked world, were received into the Sisterhood of St. Joseph with all the *eclat* and solemnity that the Catholic religion can impart to that touching ceremony.

—The Washington correspondent of the Boston *Traveller* describes Senator Sprague as the youngest man in the Senate, if not in Congress, and his slight figure and juvenile dress make him appear younger than he really is. His pale, sallow face, with its long black hair and small moustache, show few indications of mental depth beneath; yet there is an unhappy look about it, as if even wealth and honors, political and social, and the most beautiful of wives, had left something to be discontented about. Mr. Sprague says very little in the Senate, and that little seems to be of very little importance, and so esteemed by his associates, who voted down his proposition to increase the appropriation for Southern relief the other day, with very little debate or ceremony of any kind.

NO MORE SORE FEET.

Corns, Corns, Bunions, Bunions, Bunions,
Corns, Corns, Bunions, Bunions, Bunions,
Corns, Corns, Bunions, Bunions, Bunions,

PETERSON'S CORN AND BUNION OINTMENT.

Is not only a relief, but a radical cure for those pests of the feet. Mr. J. W. Barker, the Market street Dry Goods Merchant, says Peterson's Ointment removed the pain almost immediately, and ultimately removed the corns from his feet.

Try it, and Relief is certain.

Sold Wholesale and Retail by McCLARRAN & McKENNAN, Druggists, 85 Market st., corner Diamond, near Fifth.

WANT SUPPLIED.

London Ale, Bottled Ales, London Porter, Brown Stout. To get genuine imported London Ale, Porter or Brown Stout, has been almost an impossibility in this city, notwithstanding that there are few tonics more suitable for weakly persons and invalids. The want has at length been supplied. A large assortment of the finest brands, comprising Barclay & Perkins' London Stout, Bass & Co.'s Pale Ale, Campbell's Scotch Ale, etc., just received at JOS. FLEMING'S Drug Store, No. 84 Market street, and is sold by the case or single bottle, at the lowest rates. Also, a complete stock of the finest Liquors for medicinal purposes, and Campbell's Sparkling Ale, the finest article in use. Remember the place, JOSEPH FLEMING'S DRUG AND PATENT MEDICINE DEPOT, No. 84 Market street.

GREAT BARGAINS IN

CLOTHING.

SELLING OUT OF A

WHOLESALE CLOTHING STORE,

AT

Wholesale and Retail.

The undersigned having determined to quit business offer for sale at

GREATLY REDUCED PRICES,

THEIR ENTIRE STOCK OF

Ready-Made Clothing,

PIECE GOODS,

Cloths, Cassimeres, Satinets, Cottonades, Jeans, Vestings, &c. Also, of Gentlemen's Furnishing Goods and Tailors' Trimmings, to which they call the attention of dealers in the city and the country, and the public generally.

Our entire stock of Goods MUST BE SOLD by the FIRST DAY OF APRIL NEXT, as our store has been rented. All those desiring great bargains should call early at No. 137 WOOD STREET.

A. FROWENFELD & BRO.

REMOVAL.

ROBINSON, REA & CO.,

Have removed their OFFICE to No. 12, CORNER OF FIRST AND SMITHFIELD STREETS.

REMOVAL.

C. WEST & CO.,

CARRIAGE MANUFACTURERS, have removed to their New Factory,

Nos. 75, 77 and 79 LIBERTY STREET, Foot of Fourth.

SUNDRIES, SUNDRIES.

50 cases whole, halves and qrs. Boxes Sardines;
500 boxes New No. 1 Herring;
100 boxes Yarmouth Bloater Herring;
10 bbls Assorted English Pickles;

Just received at REYMER & BROS., Nos. 126 and 128 Wood street.

GENERAL INTELLIGENCE.

The regulation of "the social evil" appears to be the order of the day nearly everywhere at the present time. In the Ohio Legislature Mr. Piatt is preparing a bill to introduce in the House as early as possible, to regulate the "social evil" in cities of the first and second class. It will require registration to be made of all inmates of houses of prostitution and assignation, after which all females under eighteen years of age, subsequently entering such places, will be allowed the option of going to a house of refuge, created for that purpose, or being treated as vagrants by the Police Courts.

The suits for damages, &c., to the amount of $200,000, commenced by William A. Putney against his partners, Messrs. Knight & Hamlin, dry goods merchants, of Chicago, have been withdrawn, the partnership dissolved, and all matters connected with the business of the firm satisfactorily adjusted.

A new company is to be formed in New York, with a capital of a million and a half dollars, for the construction and operation of a large establishment for Turkish baths, capable of accommodating one thousand five hundred bathers per day. The building is to cover fourteen lots of ground; the operators are to be Turks, imported from the best baths in Constantinople and Smyrna. A first-class restaurant, billiard rooms, &c., are to be connected with the baths, and under the same roof.

Paris has now some seven hundred journals, more or less important, devoted to gossip and local news simply, and ere long the eighth hundred will be complete.

The Staunton *Virginian* speaks of a fatal and mysterious disease prevailing among the foxes in that section of country, supposed to be caused by their eating the bodies of dead soldiers.

In spite of all that has been written and said of lunatic asylums in England, they do not appear to have reformed much. A recent charge was made that at Colney Hatch, one of the chief of these asylums, a patient was kept in a room without any bedding, and with only the bare boards and blanks. Another was kept immured for one hundred and forty days and nights without recreation, after which his door was unlocked and he soon died. The Lunacy Commissioners are "surprised," the physician undergoes qualified censure, and the treatment admitted of no kind of justification.

The insect which for thirty years has destroyed or made unproductive the orange trees of Florida has disappeared, and extensive groves are being planted all over the State.

NEW ADVERTISEMENTS.

CAUTION.

All persons having in their possession ALE BARRELS, branded Oregon Brewery, D. Fawcett & Co., are forbidden to use them for any purpose excepting PIER, DANNALS & CO., or any person having been purchased by us.

E. W. PIER.

RICE BROTHERS,

269 AND 271 EAST WATER STREET, MILWAUKEE.

CHARLES H. RICE & CO.,

211 & 213 SOUTH WATER STREET, CHICAGO.

Produce Commission Merchants

For the Purchase of GRAIN, FLOUR, PROVISIONS AND HOPS, AND DEALERS IN CHOICE MILLING WHEAT.

Grain bought and sold on margins. Wheat shipped in bags or bulk, and orders filled to points East or South. Orders from Millers solicited. Samples sent on application. Daily Market Reports furnished. Send us your orders.

NOTICE.

UNITED STATES OF AMERICA, WESTERN DISTRICT OF PENNSYLVANIA. Whereas, a Libel has been filed in the District Court of the United States for the Western District of Pennsylvania, on the 11th day of March A. D., 1867, by the United States ... Whisky, ... Twenty-second District ... Now, therefore, ... A. D., 1867, at 11 o'clock ...

THOMAS A. ROWLEY, U. S. Marshal, Western District, Pa.

WHITE LEAD.

WHITE LEAD,

PURE, HAS A SPLENDID BODY AND CHEAP.

SOLD BY THE POUND OR TON.

PURE GOODS AND LOW PRICES.

PARK & BRILL,

DEPOT DRUG STORE, No. 77 Federal Street, Allegheny city.

PITTSBURGH

LIGHTNING ROD WORKS.

MUNSON'S COPPER TUBULAR

Lightning Rods, with Spiral Flanges.

LOCKHART & CO.,

MANUFACTURERS,

Duquesne Way, below Hand St. Bridge, PITTSBURGH, PA.

Orders for Rods may be left at the office of C. G. HUSSEY & CO.'S Copper Warehouse, No. 27 Fifth street.

PANEL DECORATIONS.

EGYPTIAN, ELIZABETHIAN,

AND

LOUIS XIV.

JOS. R. HUGHES & BRO.,

No. 107 MARKET STREET, near Liberty.

JOHN HEATH,

Great Western Planing Mill

AND

Lumber Yard,

Sash and Door Factory.

STONE FLAGS.

HARRISON & BRO.,

FURNISH STONE FLAGS,

For Floors requiring the greatest durability, Garden Walks, Hearths, Pavements, &c. ... STONE. Office and Yard, corner BUTLER and BOUNDARY STREETS ... ECKER, 167 First street, opposite Monongahela House.

ORANGES AND LEMONS.

300 boxes Prime Messina Oranges;
150 boxes Prime Messina Lemons;

Landing and to arrive at REYMER & BROS., Nos. 126 and 128 Wood street.

RAISINS, FIGS, DATES.

1,000 drums New Crop Figs;
25 frails Dates;
500 mats Seedless Raisins;
500 packages Layer, Whole, Halves, and quarter Boxes to arrive.

REYMER & BROS., Nos. 126 and 128 Wood street.

WHEAT.

A CARGO OF MINNESOTA

CLUB WHEAT,

Now arriving via Cleveland. Also, prime Old Shelled Corn, in store and for sale by D. WALLACE, 339 Liberty st.

DUPLEX SKIRTS.

INVISIBLE

EMPRESS TRAIL SKIRT,

THE NEW SHAPE FOR

SPRING, 1867,

IN

J. W. BRADLEY'S

DUPLEX ELLIPTIC

(OR DOUBLE SPRING)

SKIRTS,

The Handsomest and most Comfortable Style yet introduced.

(*SEE ALL FASHION MAGAZINES.*)

Also, the New Sizes in PARIS TRAILS, PRIDE OF THE WORLD, and TIP-TOP STYLES.

FOR SALE EVERYWHERE.

AT WHOLESALE by all the leading Notion and Dry Goods Houses in Pittsburgh. Also, by Sole Owners of Patent and Exclusive Manufacturers,

WESTS, BRADLEY & CARY,

97 CHAMBERS ST., New York.

EDUCATIONAL.

STEUBENVILLE

FEMALE SEMINARY.

The present session of this Institution will close March 27th.

REDUCTION OF TERMS:

Rev. C. C. BEATTY, D. D., LL. D., Superintendent. Or Rev. A. M. REID, A. M., Principal.

WESTERN PENNSYLVANIA

MILITARY ACADEMY,

AT

Evergreen Hamlet,

NEAR PITTSBURGH.

T. P. LEHMAN, A. M., Late Colonel 103 Penna. Vols.

Box 493, Allegheny city, Pa., or WM. A. SHINN, No. 120 Fourth street.

MISHLER'S

HERB BITTERS.

The Great Household Remedy

TO THE PUBLIC—I have this day opened a BRANCH HOUSE for the sale of MISHLER'S HERB BITTERS, in the City of Pittsburgh, and have authorized A. T. FAHNESTOCK and D. M. HOLTON, as my Agents, to carry on and manage the same.

B. MISHLER.

Lancaster, March 14, 1867.

FAHNESTOCK & HOLTON,

Wholesale Branch House,

26 MARKET STREET, PITTSBURGH.

SOLD BY ALL RESPECTABLE DRUGGISTS.

MISHLER'S HERB BITTERS.

CEMENT, FIRE BRICK AND TILE.

D. R. ECKER,

DEALER IN

HYDRAULIC CEMENT, CALCINED PLASTER, TYRONE WHITE LIME, CHESTER VALLEY WHITE LIME, FIRE BRICK AND CLAY, FIRE TILE, for Furnaces, Gas Houses, Oil Refineries, Steamboat Boilers, Fire Grates, Stoves, &c. All sizes and patterns. CHIMNEY TOPS, DRAIN and WATER PIPES.

STONE HEARTHS, 1-2 to 4 inches thick.

ALSO,

ENCAUSTIC TILE, plain and inlaid, every pattern for Floors, Halls, Vestibules, Hearths, &c. MARBLE AND SLATE TILE. MARBLE AND SLATE MANTELS, furnished at lowest New York prices.

OFFICE AND WAREHOUSE,

167 FIRST STREET

Opposite Monongahela House.

BARNEY'S

PATENT SASH.

Advantages Claimed.

NOTICE.

TO ALL WHOM IT MAY CONCERN.

CHILLED GLASS MOULDS.

SWEENEY, MATTHEWS & HARTLEY.

Wheeling, W. V., March 16, 1867.

MERCHANT TAILOR.

W. HESPENHEIDE,

NO. 50 ST. CLAIR STREET,

NEW SPRING GOODS,

JUST OPENED.

All late and new style Patterns got up in the latest Eastern style.

WETTACH & MEASON,

SUCCESSORS TO

CHESSMAN & CLARK.

HYDRAULIC CEMENT.

Constantly on hand; quality warranted. Liberal inducements to parties buying to sell again.

W. M. GORMLY, 271 Liberty street.

LIME! LIME!

BEST QUALITY AND REDUCED PRICE. At Purdom's New Lime Depot, on Pennsylvania avenue, below the Court House. ... MELLON BROTHERS & CO.'S DEPOT, East Liberty.

SEVENTY-SIX

CHEAP BUILDING LOTS FOR SALE.

On Hiland Avenue, East Liberty. Average price $150, and on long time.

MELLON BROTHERS & CO., East Liberty Station.

MOON & LAMPHEAR,

NOS. 3 AND 4 FULTON MARKET, N. Y.

Wholesale Dealers and Shippers of all kinds of

FRESH FISH.

All orders punctually attended to.

NOTICES.

THERE WILL BE A MEETING of the Stockholders of the Coalmen's Trust Company, held at their office, No. 36 Market street, on the FOURTH OF APRIL NEXT ... JOHN PATTERSON, Sec'y.

ATTENTION, BOSS COOPERS.

NOTICE—BRICKLAYERS AND MASONS.

G. P. WILHELM, Chairman.

NOTICE TO CONTRACTORS.

G. F. WILHELM, Chairman.

NOTICE TO HOLDERS OF FIRST MORTGAGE BONDS of the ALLEGHENY VALLEY RAILROAD COMPANY.

WILLIAM PHILLIPS, President.

AUCTION SALES.

HOUSEHOLD AND KITCHEN FURNITURE AT AUCTION.

JOHN D. BAILEY, Auctioneer.

DESIRABLE DWELLINGS IN NINTH WARD AT AUCTION.

Monday, March 25th, at 2 o'clock, P. M.

JOHN D. BAILEY, Auctioneer.

HOUSEHOLD FURNITURE,

STEINWAY PIANO, ONE HORSE BAROUCHE, NEW SHIFTING TOP BUGGY, CARPETS, &c., AT AUCTION.

ON SATURDAY MORNING, March 23d,

JOHN D. BAILEY, AUCTIONEER.

CLOTHING.

STEIN BROTHERS,

Nos. 58 and 60 WOOD ST.,

PITTSBURGH, PA.

MANUFACTURERS & WHOLESALE DEALERS IN

Men's and Boys' Clothing.

FULL LINES OF IMPORTED & DOMESTIC

Cloths, Cassimeres, Vestings,

TAILORS' TRIMMINGS,

GENTLEMEN'S FURNISHING GOODS,

Linen Faced Collars,

WHICH ARE GUARANTEED TO BE SOLD AT

MANUFACTURER'S LOWEST PRICES.

CLOTHS AND CASSIMERES,

OF OUR OWN IMPORTATION.

DRUGGISTS.

SELLERS & VAN GORDER,

WHOLESALE DEALERS IN

Drugs, Chemicals, Paints, Oils, Varnishes, Carbon Oil, Dye Stuffs, Patent Medicines, Perfumery, and

DRUGGISTS' FANCY GOODS,

NO. 341

Corner Liberty and Wayne Sts.,

PITTSBURGH, PA.

Sole Agents for PURE LIBERTY WHITE LEAD, COALE'S JAPAN and VARNISHES.

DRUGGISTS.

J. KIDD'S SON & CO.,

Wholesale Druggists,

PITTSBURGH, PA.,

PROPRIETORS OF DR. J. KIDD'S LUNG BALSAM, AND

The Peru Cough Balsam.

KANE & DRUIT,

CORNER FEDERAL AND LACOCK STS., ALLEGHENY, PA.,

Wholesale and Retail

DRUGGISTS.

DRUGGIST.

J. C. MATTERN,

DRUGGIST,

Corner of Smithfield and Third Streets.

PHYSICIANS' PRESCRIPTIONS, AND FAMILY RECIPES.

DRUGGISTS.

PARK & BRILL,

Wholesale and Retail

DRUGGISTS,

No. 77 Federal Street, near Depot, ALLEGHENY CITY, PA.

PEIRCE'S PATENT SLATES,

LIGHT! NOISELESS! DURABLE!!!

THE

GROVER & BAKER

PITTSBURGH NURSERY AND OAKLAND GREENHOUSES.

JOHN R. & A. MURDOCH,

NEW BACON—

HAMS, SIDES AND SHOULDERS, WHITE FISH, LAKE HERRING, &c., &c.

COOK BROS. & CO., 345 LIBERTY ST.

DRIED PEACHES AND HOMINY.

LEWIS & McCLURE, 346 Liberty street.

SHAKER TABLE MATS.

T. H. RICHARDS, 30 Fifth street.

PRODUCE NOW RECEIVING.—

H. RIDDLE, No. 183 Liberty street.

BANKS AND BANKERS.

PEOPLES'

SAVINGS BANK,

OF PITTSBURGH,

INCORPORATED, 1866.

CAPITAL, - - - - - - - - $100,000.

OFFICE: NO. 77 FOURTH STREET.

President—HENRY LLOYD. Vice President—WILLIAM REA.

SIDNEY F. VON BONNHORST, Secretary and Treasurer.

FOURTH NATIONAL BANK OF PITTSBURGH.

U. S. GOVERNMENT DEPOSITORY,

NO. 55 MARKET STREET,

United States 7-30 Notes Converted Into U. S. 5-20 Gold Bearing Bonds, on the most favorable terms.

Bonds Delivered Immediately.

D. LEET WILSON, Cashier.

ALLEGHENY

SAVINGS BANK,

ALLEGHENY, PA.

ORGANIZED IN 1845.

STOCKHOLDERS INDIVIDUALLY LIABLE.

BANKERS AND BROKERS.

HART, CAUGHEY & CO.,

Bankers & Brokers.

COR. THIRD AND WOOD STS.,

PITTSBURGH, PA.,

(Successors to HANNA, HART & CO.)

GOVERNMENT BONDS, SIGHT DRAFTS ON LONDON.

PITTSBURGH

NATIONAL BANK

OF

COMMERCE,

COR. OF WOOD AND FIFTH STS.,

CAPITAL - - $500,000

DISCOUNTS DAILY AT 11 A. M.

A. PATTERSON, President. JOSEPH H. HILL, Cashier.

THE FIRST NATIONAL BANK OF PITTSBURGH, PA.

JOHN D. SCULLY, Cashier.

TRADESMENS'

NATIONAL BANK,

OF PITTSBURGH PA.,

WOOD STREET, CORNER OF SECOND.

CAPITAL - - - - - - $400,000

WINSLOW, LANIER & CO.,

ISSUE LETTERS OF CREDIT,

FOR TRAVELERS, AVAILABLE IN ALL PARTS OF EUROPE.

NOS. 27 AND 29 PINE ST., New York.

BOOTS AND SHOES.

CAIN'S

Boot and Shoe Factory,

COR. FIFTH AND MARKET STS.

MEN'S, WOMEN'S, AND CHILDREN'S FINE WORK OF ALL DESCRIPTIONS

Made to Order

PRICES LOWER than any other first-class Manufacturer.

SEEDS,

SEEDS.

We are now prepared with our Spring Stock of

GARDEN, FIELD

AND

FLOWER SEEDS,

WARRANTED FRESH AND GENUINE.

HAY PRESSES,

INGERSOLL'S HAND AND HORSE POWER PRESSES—a full stock of all sizes.

J. KNOX,

137 LIBERTY STREET.

SPECIAL CARD.

We are now prepared to contract for and furnish promptly,

BLAST FURNACE ENGINES AND BLOWERS,

ROLLING MILL ENGINES,

AND MACHINERY.

N. R. HOGG, ROBT. C. TOTTEN, formerly of Knap, Wade & Co.

TOTTEN & CO.,

FULTON FOUNDRY, Pittsburgh, Pa.

NEW CROP TEAS.

150 half chests Oolong Teas;
100 half chests Japan Tea;
15 half chests Gunpowder Tea;
15 half chests Imperial Tea;
15 half chests Young Hyson Teas.

250 bags Rio Coffee;
20 bags Java Coffee;
20 bags Laguayra Coffee;
50 bbls Lovering's Syrup;
20 bbls Imperial Syrup;
20 bbls Fine Syrup;

J. D. DRAVO, Nos. 23 and 24 Diamond.

NUTS, NUTS.

REYMER & BROS., 126 and 128 Wood street.

POTASH.

20 CASKS FOR SALE BY B. A. FAHNESTOCK'S SON & CO., Corner Wood and First streets.

STOCK SALES.

SMITH & MESKIMEN,

REAL ESTATE BROKERS,

DEALERS IN

BONDS, MORTGAGES, STOCKS,

Nos. 186 and 188 LIBERTY STREET, ... Pittsburgh, Pa.

SALE OF FORFEITED STOCK.

JAMES M. COOPER, Sec. and Treas. Mass Mining Co. of Pittsburgh, March 1st, 1867.

JOHN D. BAILEY,

Stock and Real Estate Broker

AND AUCTIONEER.

Office, 102 FOURTH STREET.

BUSINESS CHANCES.

I HAVE THIS DAY ASSOCIATED with me JOHN K. ... Pittsburgh, March 11, 1867.

THE PARTNERSHIP HERETOFORE existing between Thomas Roberts, ... January 1st, 1867.

THE UNDERSIGNED HAVE THIS DAY entered into a copartnership ... JOHN F. McLAREN.

January 1, 1867.

WILLIAM BARNES & CO.,

MANUFACTURERS OF

Stamped and Japanned Tinware,

AND DEALERS IN

HOUSEFURNISHING HARDWARE, TIN PLATE, BLOCK TIN, SHEET IRON, COPPER, BRASS, WIRE, and TINNERS' GOODS, of all kinds.

89 THIRD ST., PITTSBURGH, PA.

DISSOLUTION OF COPARTNERSHIP.

EDWARD FOERSTER. C. F. SCHWARZ.

HAVING SOLD MY ENTIRE INTEREST in the Wall Paper and Fancy business to EDWARD FOERSTER, ... C. F. SCHWARZ.

GROCERIES, &C.

GROCERIES.

WM. MILLER,

(LATE MILLER & RICKETSON,)

NOS. 221 AND 223 LIBERTY STREET.

Has just received a large and well selected stock of

Fresh Groceries,

MEANS & COFFIN,

Wholesale Grocers,

COR. OF WOOD AND WATER STS.,

PITTSBURGH, PA.,

HAVE ALWAYS ON HAND A WELL SELECTED

Stock of Groceries,

LAZEAR BROTHERS,

WHOLESALE GROCERS

AND

COMMISSION MERCHANTS,

84 and 86 S. EUTAW STREET, cor. Camden, BALTIMORE.

SHRIVER, SPENCER & CO.,

WHOLESALE GROCERS,

CORNER SMITHFIELD AND SECOND STREETS.

FURNITURE.

FURNITURE.

J. W. WOODWELL & SONS,

MANUFACTURERS OF

PARLOR, LIBRARY, CHAMBER AND DINING ROOM

FURNITURE,

OF EVERY DESCRIPTION.

97 & 99 Third Street.

DAULER, CLOSE & CO.,

Practical Furniture Manufacturers,

Corner PENN and WAYNE STREETS.

BREWERS.

PITTSBURGH BREWERY.

CARSON, DARLINGTON & CO.,

BREWERS,

MALSTERS & HOP DEALERS

SUCCESSORS TO

JOSHUA RHODES & CO., Pittsburgh. WM. W. ANDERSON, Allegheny.

Celebrated Ales and Porter.

INDIA ALE

PHŒNIX STEAM BREWERY,

SPENCER & M'KAY,

Malsters and Brewers

OF

ALE, PORTER AND BROWN STOUT,

PITTSBURGH, PA.

ROBERT WATSON, Manager.

PAINTERS.

LONG & SMITHSON,

SUCCESSORS TO LONG & LANE,

PAINTERS,

60 SMITHFIELD ST., near Fourth.

BARRY & BROTHER,

HOUSE AND SIGN PAINTERS,

NO. 294, SECOND FLOOR,

Corner of Seventh and Liberty Streets.

ALL THE NEW STYLES OF SIGNS, PAINTED AT

JOHN F. CLULEY'S,

139 SMITHFIELD STREET.

GET NONE BUT A

GROVER & BAKER,

It is the best for all purposes. Call at 18 FIFTH STREET.

MACHINISTS' TOOLS.

SQUARES, CALLIPERS, PLUMB BOBS, DRILLS, &c., of the best make, for sale by

B. WOLFF, JR. & CO.,

corner of Liberty and St. Clair streets.

SASSAFRAS BARK.

1,000 POUNDS FOR SALE BY B. A. FAHNESTOCK'S SON & CO., Corner Wood and First streets.

The Daily Commercial

First Court in Butler.

[From H. M. Breckenridge's "Recollections of the West," we extract the following sketch of the first court held in our neighboring county of Butler, some fifty years ago. It may bring to the minds of our older readers quaint and pleasing reminiscences of the past, and serve as a matter of comparison next week in Tionesta, &c.]

The first court held in Butler, drew the whole population to the town, some on account of business, some to make business, but the greater part of them from idle curiosity. They were at that time chiefly Irish, who had all the characteristics of the nation. A log cabin, just raised and covered, but without a window sash or doors, or daubing, was prepared for the hall of justice. A carpenter's bench with three chairs upon it was the judgment seat. The bar of Pittsburgh attended; and the presiding judge, a stiff, formal, and pedantic old bachelor, took his seat, assisted by two associate judges, who were common farmers, one of whom was blind of an eye. The hall was barely sufficient to contain the bench, bar, jurors and constables. But few of the spectators could be accommodated on the lower floor, the only one yet laid; many, therefore, clambered up the walls, and placing their hands and feet in the open interstices between the logs, hung there, suspended like enormous Madagascar bats. Some had taken possession of the joists, and big John M'Junkin (who until now had ruled at all public gatherings,) had placed a foot on one joist, and a foot on another, directly over the heads of their honors, standing like the Colossus of Rhodes. The judge's sense of propriety was shocked at this exhibition. The sheriff, Jno. M'Candless, was called, and was ordered to clear the walls and joists.

He went to work with his assistants, and soon pulled down by the legs those who were in no very great haste to obey. M'Junkin was the last, and began to growl as he prepared to descend. "What do you say, sir?" said the judge.

"I say I pay taxes, and his as good a reete here as onny mon."

"Sheriff, sheriff," said the judge, "bring him before the court."

M'Junkin's ire was now up—as he reached the floor, he began to strike his breast, exclaiming, "My name is John M'Junkin, d'ye see—here's the brist that niver flunched, if so be it was in a good cause. I'll stan iny mon a hitch in Butler county, if so be he'll clean me of the la'."

"Bring him before the court," said the judge. He was accordingly pinioned, and if not gaged, at least forced to be silent, while his case was under consideration. Some of the lawers volunteered as *amici curiae*, some ventured a word of apology for M'Junkin. The judge pronounced sentence of imprisonment for two hours in the jail of the county, and ordered the Sheriff to take him into custody. The sheriff with much simplicity observed, "May it please the court, there is no jail at all at all to put him in."

Here the judge took a learned distinction, upon which he expiated at some length, for the benefit of the bar. He said there were two kinds of custody: first, safe custody; secondly, close custody. The first is, where the body must be forthcoming to answer a demand or an accusation, and in this case the body may be delivered for the time being out of the hands of the law on bail or recognizance; but where the imprisonment forms a part of the satisfaction or punishment, there can be no bail or mainprize. This is the reason of the common law, in relation to escapes under *capias ad satisfaciendum* and also why a *ca. sa.* cannot issue after the defendant has been once arrested and then discharged by the plaintiff. In like manner a man cannot be twice imprisoned for the same offense, even if he be released before the expiration of the term of imprisonment. This is clearly a case of close custody—*arcta custodia*, and the prisoner must be confined, body and limb, without bail or mainprize, in some place of close incarceration." Here he was interrupted by the sheriff, who seemed to have hit upon a lucky thought.

"May it please the coorte, I'm just thinken that may be I can take him till Bowen's pig pen—the pigs are kilt for the coorte, an its empty."

"You have the opinion of the court," said the judge, "proceed, sir; do your duty."

The sheriff accordingly retired with his prisoner, and drew after him three-fourths of the spectators and suitors, while the judge, thus relieved, proceeded to organize the court. But this was not the termination of the affair. Peace and order had hardly been restored, when the sheriff came rushing to the house, with a crowd at his heels, crying out, "Mr. Jidge, Mr. Jidge; may it please the coorte."

"What is the matter, sheriff?"

"Mr. Jidge, Mr. Jidge—John M'Junkin's got off, dy'e mind?"

"What! escaped, sheriff! Summon the posse comitatus!"

"The pusse,—why now I'll just tell ye how it happened. He was going on quee-etly enough, till he got to the hazzle patch, an' all at once he pitched aff intill the bushes, an I after him, but a lumb of a three kitched my fut, an I pitched three rod aff, but I fell forit, an that's gude luck, ye minte."

The judge could not retain his gravity; the bar raised a laugh, and there the matter ended, after which the business proceeded quietly enough.

How Tea is Adulterated.

A New York paper gives the following account of the various modes by which the tea we drink is "doctored" and poisoned:

In the manufactured teas, the leaves employed are of various kinds—almost any in fact suit the purpose—but the principal bases for the infusion are sloe leaves, white-thorn leaves, and bay leaves. Experiments, however, have detected the presence of plumb, oak, cherry, and even cedar. When any of these are used in the manufacture, catechu or terra Japonica (Japan earth) are employed to give the compound an astringency and color peculiar to tea. They as it were, supply the place of tanin, which belongs to the genuine article, and impart a flavor similar to that of Bohea or Hyson skin. Both terra Japonica and catechu are violent medicines injuriously affecting the system of the unsuspicious tea-drinker, and doubtless in many cases the diseases now afflicting our people, especially women, have their origin in the use of these noxious articles under the name of tea. The manufacturers use, also, a gum, which causes a contraction of the exhausted leaves on drying, and give to them the appearance peculiar to tea itself. It may be well to know, however, that the forms of the leaves in the manufactured article are shapelessly broken and agglutinated into small, flattened, or round masses, which, if the microscope be used in examining them, present an appearance as different from tea itself as cheese is from chalk.

The plan pursued in manufacture, or adulteration, is as follows: The exhausted leaves, or any others that may be used, are spread out on a drying floor, and dampened with water. After remaining here for a time they are taken up in parcels and placed in a pan before a hot furnace, when the gum is poured upon them, and they are then stirred until the ingredients (which differ somewhat in imitation green and black teas) become thoroughly mixed. The agglutinated mass is then replaced on the dry floor in a room which is heated to intensity, and after remaining sufficiently long thereon, it is packed in tea boxes, and is ready for delivery. There are also employed, besides the articles we have mentioned in imitating the color, taste, &c., of the several variety of greens and blacks, the following drugs, all of which are more or less injurous to the health: Sulphate of iron, rose pink, logwood (which imparts strength after the manner of chicory in spurious coffee), plumbago or black lead, china clay and soapstone (to give bloom and luster, or "face," as it is termed), indigo (used for the same purpose in making up spurious greens), trumeric powder, Prussian blue, mineral green (a salt of copper precipitated by an alkaline carbonate—deadly poisonous), verdigris (used especially in the preparation of spurious Hyson, Young Hyson, and Hyson skin), arsenite of copper, chromate and bichromate of potashe, chrome yellow (all poisonous), chalk (which enters into the composition of Dutch pink, and is used to color the imitations of best quality greens), and many other deleterious articles, which, in proportion as they are used, make up the Souchongs, Boheas, Twankays, &c., that are sold by dishonest dealers. In many cases, especially in the adulteration and manufacture of imitation black, sand is an ingredient. The report made to the British Government mentions, that in one instance where a quantity of counterfeit tea was seized and annalyzed, examination proved that twenty per centum of the base compound was sand only. Not alone do the manufacturers put into market the various imitations made out of the materials we have mentioned, but by a strange process of transmution, the exhausted leaves of black tea are made to become most beautiful greens. Much of the spurious Young Hyson which finds its way into market in this city is "made over" in this manner.

SPECIAL NOTICE.

HOLLOWAY'S PILLS AND OINTMENT—The Elixir of Life. Ponce de Leon and his companions sought in vain for the fabled waters of rejuvenescence, amid the orange groves and flowery lands of Florida. It was left for Holloway to discover the true antidote to Coughs, Colds, Asthma, Scrofula, Sore Leg, Ulcers, Burns, Scalds, &c., in his admirable remedies of Pills and Ointment, which have been astonishing the world for upwards of fifty years, by their marvellous cures in every form of disease. Sold by all Druggists.

HELMBOLD'S FLUID EXTRACT BUCHU

A certain cure for diseases of the Bladder, Kidneys, Gravel, Dropsy, Organic Weakness, Female Complaints, General Debility, and all diseases of the Urinary Organs, whether existing in Male or Female, from whatever cause originating and no matter how long standing. Disease of these organs require the use of a diuretic. If no treatment is submitted to, Consumption or Insanity may ensue. Our Flesh and Blood are supported from these sources, and the health and happiness, and that of Posterity, depends upon prompt use of a reliable remedy. HELMBOLD'S EXTRACT BUCHU, established upwards of 18 years, prepared by H. T. HELMBOLD, Druggist, 594 Broadway, New York, and 104 South Tenth street, Philadelphia, Pa. eod

THOSE WHO HAVE BEEN SUBJECT to Nervous Headaches for years are restored to perfect health by one dose (forty drops) of METCALFE'S GREAT RHEUMATIC REMEDY. It never fails. JOSEPH FLEMING, Agent, 84 Market street.

REDDY, WILLIAMS & BARTLEY

PLUMBERS,

GAS AND STEAM FITTERS

COR. SIXTH AND SMITHFIELD STS., PITTSBURGH, PA.

And Corner Beaver and Chestnut Streets, MANCHESTER.

All kinds of WATER, GAS and STEAM FIXTURES kept constantly on hand. fe12

VIRGINIA TOBACCOS.

Have on consignment and for sale to the Wholesale Trade the following brands of Virginia Tobacco:
50 bxs. Holland's celebrated Bright Cable Twist;
50 caddies choice half pound Navy;
50 boxes choice New Crop Navy;
50 boxes Lottier's Flounders;
50 butts Mann's 10s Lumps.
ROBERT F. WEDDELL, Corner Smithfield and Water streets.

AMUSEMENTS.

NEW OPERA HOUSE.

Lessee and Manager.......WM. HENDERSON. Treasurer.......HARRY OVERINGTON.

Last night but one and farewell benefit of

MISS KATE REIGNOLDS.

Great Double Bill. The Shakspearian comedy, AS YOU LIKE IT, And the ever acceptable TWO CAN PLAY AT THAT GAME. Saturday Matinee—The Three Guardsmen. On Monday and Tuesday, April 8th and 9th, the great RISTORI, and her company of 42 performers will positively appear. Sale of tickets commences Tuesday, April 2d, at the Opera House Office.

VARIETIES THEATER, PENN STREET, near St. Clair street.

TO-NIGHT—The Great Consolidated Companies in a superb Bill of Songs, Dances, Negroisms, and the great local Drama, entitled THE PITTSBURGH FIREMAN.

In consequence of an accident to the trained horse Fire-fly, Mazeppa must unavoidably be postponed until Monday next, when it will be produced in a manner superior to any former representation.

PRICES OF ADMISSION.
Reserved Seats.......75c | Dress Circle.......50c
Gallery.......25c | Private Boxes...$4 00

LECTURE.

FREDERICK DOUGLASS,

THE MOST DISTINGUISHED MAN OF THE COLORED RACE, AND ONE OF THE FIRST ORATORS OF THE COUNTRY,

WILL DELIVER HIS GREAT LECTURE, ENTITLED,

Sources of Danger to the Republic,

IN

CITY HALL,

ON

TUESDAY EVENING, April 9th.

This Lecture is independent of any course.

CITY BILL POSTER.

JAMES THACKERAY, 63 DIAMOND ALLEY, OR 66 VIRGIN ALLEY.

Merchants and others wishing large or small show bills posted in conspicuous places in this city, Allegheny and Birmingham, will be promptly attended to by leaving their orders at the "Commercial" Office. I rent by the year the principal corners in the city, and have the exclusive use of the same.

PIANOS.

CHAS. B. BARR...HERMAN T. KNAKE...WM. L. BUETTLER

BARR, KNAKE & BUETTLER, (Successors to Wamelink & Barr,)

No. 12 St. Clair Street.

DEALERS IN

PIANOS, ORGANS, AND *Musical Goods Generally.*

Sole Agents for the celebrated BRADBURY, New York, and SCHOMAKER & CO., Philadelphia,

PIANOS.

Also, ESTEY & CO.'S "Cottage," and S. D. & H. W. SMITH'S "American"

ORGAN,

AND TILTON'S PATENT GUITAR.

The best Italian and German Violin and Guitar Strings always on hand. no17

STATE LOAN.

PENNSYLVANIA

STATE LOAN.

PROPOSALS FOR

A Loan of $23,000,000.

AN ACT TO CREATE A LOAN

For the Redemption of the Over-Due Bonds of the Commonwealth.

WHEREAS, The Bonds of the Commonwealth, and certificates of indebtedness, amounting to twenty-three millions of dollars, have been due and unpaid for some time past;

AND WHEREAS, It is desirable that the same should be paid, and withdrawn from the market, therefore,

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same,* That the Governor, Auditor General and State Treasurer be, and are hereby authorized and empowered to borrow, on the faith of the Commonwealth, in such amounts and with such notice (not less than forty days) as they may deem most expedient for the interest of the State, twenty-three millions of dollars, and issue certificates of loans or bonds of the Commonwealth for the same, bearing interest at a rate not exceeding six per centum per annum, payable semi-annually, on the first of February and the first of August in the city of Philadelphia; which certificates of loan or bonds shall not be subject to any taxation whatever, for State, municipal or local purposes, and shall be payable as follows, namely: Five millions of dollars payable at any time after five years, and within ten years; eight millions of dollars payable at any time after ten years, and within fifteen years, and ten millions of dollars at any time after fifteen years, and within twenty-five years; and shall be signed by the Governor and State Treasurer, and countersigned by the Auditor General, and registered in the books of the Auditor General, and to be transferable on the books of the Commonwealth, at the Farmers' and Mechanics' National Bank of Philadelphia; the proceeds of the whole of which loan, including premiums, et cetera, received on the same, shall be applied to the payment of the bonds and certificates of indebtedness of the Commonwealth.

SEC. 2. The bids of the said loan shall be opened in the presence of the Governor, Auditor General and State Treasurer, and awarded to the highest bidder; *Provided*, That no certificate hereby authorized to be issued, shall be negotiated for less than its par value.

SEC. 3. The bonds of the State and certificates of indebtedness, now over due, shall be receivable in payment of the said loan, under such regulations as the Governor, Auditor General and State Treasurer may prescribe, and every bidder for the loan, now authorized to be issued, shall state in his bid whether the same is payable in cash or in the bonds, or certificates of indebtedness of the Commonwealth.

SEC. 4. That all trustees, executors, administrators, guardians, agents, treasurers, committee, or other persons, holding in fiduciary capacity, bonds or certificates of indebtedness of the State or moneys, are hereby authorized to bid for the loan hereby authorized to be issued, and to surrender the bonds or certificates of loan held by them at the time of making such bid, and to receive the bonds authorized to be issued by this act.

SEC. 5. Any person or persons standing in the fiduciary capacity stated in the fourth section of this act, who may desire to invest money in their hands for the benefit of the trust, may, without any order of court, invest the same in the bonds authorized to be issued by this act, at a rate of premium not exceeding twenty per centum.

SEC. 6. That from and after the passage of this act, all the bonds of this Commonwealth shall be paid off in the order of their maturity.

SEC. 7. That all loans of this Commonwealth, not yet due, shall be exempt from State, municipal or local taxation, after the interest due February first, one thousand eight hundred and sixty-seven, shall have been paid.

SEC. 8. That all existing laws, or portions thereof, inconsistent herewith, are hereby repealed.

JOHN P. GLASS, Speaker of the House of Representatives.
L. W. HALL, Speaker of the Senate.

Approved the second day of February, one thousand eight hundred and sixty-seven.

JOHN W. GEARY.

In accordance with the provisions of the above act of Assembly, sealed proposals will be received at the office of the State Treasurer, in the city of Harrisburg, Pennsylvania, until 12 o'clock, M., on the 1st day of April, A. D. 1867, to be endorsed as follows: "Proposals for Pennsylvania State Loan," Treasury Department, Harrisburg, Pa., U. S. A.

Bids will be received for $5,000,000; reimbursable in 5 years and payable in 10 years; $8,000,000 reimbursable in 10 years and payable in 15 years, and $10,000,000 reimbursable in 15 years and payable in 25 years. The rate of interest to be either 5 or 6 per cent. per annum, which must be explicitly stated in the bid, and the bids most advantageous to the State will be accepted. No bid for less than par will be considered. The bonds will be issued in sums of $50, and such higher sums as desired by the loaners, to be free from State, local and municipal taxes.

The over due bonds of the Commonwealth of Pennsylvania will be received at par in payment of this loan, but bidders must state whether they intend to pay in cash or in the over due bonds aforesaid.

No distinction will be made between bidders paying in cash or over due loans.

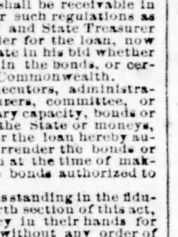
JOHN W. GEARY, Governor of Pennsylvania.
JOHN F. HARTRANFT, Auditor General.
W. H. KEMBLE, State Treasurer.

N. B.—No newspapers publishing the above, unless authorized, will receive pay.

SCALES.

FAIRBANK'S

STANDARD



SCALES.

OF ALL KINDS, INCLUDING

RAILROAD, HAY, COAL, GRAIN, STOCK, PLATFORM, and COUNTER SCALES.

Also, a full assortment of DRUGGIST AND PRESCRIPTION SCALES. FINE GOLD AND JEWELERS' SCALES. IRON AND BRASS BEAMS. MARKET SCALES, STANDARD, WEIGHTS and MEASURES, etc.

Fairbanks, Morse & Co.,

COR. WOOD AND SECOND STS., PITTSBURGH.

Scales Examined and Repaired Promptly.

FORSYTH'S STANDARD

SCALES.

Iron, Coal, Railroad, Hay, Stock, Platform, Grocers' and Druggists' Counter Scales.

SCALES of all kinds promptly repaired.

FORSYTH, TAYLOR & CO., 39 MARKET ST., Pittsburgh, Pa.

HORSES, CARRIAGES AND BUGGIES,

Of the very best for Hire, at HOWARD'S LIVERY STABLE, First street, near Monongahela House.

Great attention paid to buying and selling Horses. Horses kept at Livery.

FISH.

500 pkgs. Mackerel, bbls., half bbls. and kitts, Nos. 1, 2 and 3;
1,000 half bbls. Lake Herring;
250 half bbls. White Fish.
For sale low by J. S. DILWORTH & CO., Nos. 130 and 132 Second street.

CARPETS.

NEW CARPET STORE.

JUST OPENING.

BOVARD, ROSE & CO.,

NO. 21 FIFTH ST.,

(SECOND FLOOR).

We are now opening our FIRST STOCK OF GOODS, embracing everything in the

CARPET LINE,

From the best European and American manufacture to the commonest Hemp Carpet. A full line of

OIL CLOTHS, MATTINGS, WINDOW SHADES, RUGS, MATS, STAIR RODS.

A COMPLETE ASSORTMENT OF *PIANO and TABLE COVERS, &c.*

BOVARD, ROSE & CO., 21 FIFTH ST., second floor, (OVER BATES & BELL'S.)

CARPETS.

OLIVER M'CLINTOCK & COMPANY,

Have Just Opened for the Spring Trade, Their Splendid Assortment of

NEW CARPETS,

OIL CLOTHS, SHADES, &c.

Attention is called to our fine stock of Embroidered *Table and Piano Covers.*

GREAT DECLINE IN PRICES.

23 Fifth Street.

FEBRUARY, 1867.

WE OPEN TO-DAY OUR NEW STOCK OF

CARPETS,

Comprising the Best Patterns made in

Ingrain, Three-Ply, AND ENGLISH TAPESTRY BRUSSELS,

WHICH WE NOW OFFER AT

Wholesale and Retail,

AT THE

LOWEST PRICES

SINCE THE WAR.

M'FARLAND & COLLINS,

Nos. 71 and 73 Fifth Street,

SECOND FLOOR.

eod OVER HENRY MINER'S BOOK-STORE.

OPENING.

CARPETS.

McCALLUM BROS.,

ARE NOW OPENING AT THEIR

NEW WAREHOUSE, NO. 51 FIFTH STREET,

A NEW AND ELEGANT ASSORTMENT OF VELVETS, BODY BRUSSELS, TAPESTRY, 2 PLY AND 3 PLY CARPETS, OIL CLOTHS, RUGS, PIANO AND TABLE COVERS, MATS, SHADES, &c.,

AT PRICES SUITED TO THE TIMES.

M'CALLUM BROS., eod 51 FIFTH STREET.

PROPOSALS.

OFFICE OF CONTROLLER OF ALLEGHENY CO., PA. Pittsburgh, March 18, 1867.

TO STATIONERS, PRINTERS, &c.—Sealed Proposals will be received at this office until the 23d inst. inclusive, for furnishing Allegheny county with

24 Direct and 24 Adsectum Index Dockets;
2 Plan Index Dockets.

As specified in order of the Court of Common Pleas. Information and samples of the Books will be furnished at the Recorder's Office.

By direction of the County Commissioners.
HENRY LAMBERT, Controller.

OHIO RIVER IMPROVEMENT.

Sealed Proposals will be received at the office of the Superintending Engineer, Pittsburgh, southwest corner of Third and Market streets, until WEDNESDAY, April 10th, 1867.

FOR REMOVING OBSTRUCTIONS

From the Ohio River; consisting of snags, trees, sunken logs, boats, barges and wrecks, &c.

Bidders will specify the price per day for each day's work; for which they will agree to furnish everthing necessary for the work, under the superintendance of a person to be appointed by the said Engineer. Said price to cover the furnishing of a light draught steamer, one strongly decked flat, one crane and crane boat, and the necessary screws, chains, ropes, levers, saws, axes, fixtures, &c., suitable for such work; and including the pay and expenses of Captain, Pilot, Engineer and crew, and six men for running the steamer, and doing the work. All expenses to be paid, and all risks borne by the party proposing, it being understood that the Government will be responsible for the payment of nothing more than the sum per day that may be agreed upon.

The right is reserved to reject any or all bids if it may be deemed to the interests of the Government so to do.

For further information apply at the office in Pittsburgh by letter or otherwise.

By order of the Chief of Engineers of the Army of the United States.

W. MILNOR ROBERTS, Supt'g. Eng'r. Ohio River Improvement.

Pittsburgh, March 18, 1867.

PROPOSALS. — PENNSYLVANIA AGRICULTURAL LAND SCRIP FOR SALE.—The Board of Commissioners now offer for sale 530,000 acres of Agricultural Collage Land Scrip, being the balance of the Scrip granted to the Commonwealth of Pennsylvania for the endowment of Agricultural Colleges in this State.

Proposals for the purchase of this Land Scrip, addressed to "The Board of Commissioners of Agricultural Land Scrip," will be received at the Surveyor General's office, at Harrisburg, until 12 o'clock, M., on Wednesday, April 10, 1867.

This land may be located in any State or Territory, by the holders of the scrip, upon any of the unappropriated lands (except mineral lands) of the United States, which may be subject to sale at private entry. Each piece of scrip represents a quarter section of one hundred and sixty acres, is issued in blank, and will be transferable, without indorsement or formal assignment. The blank need not be filled until the scrip is presented for location and entry, when the party holding it can fill the blank and enter the land in his own name. Bids must be made as per acre, and no bids will be received for less than one quarter section.

The Scrip will be issued immediately on the payment of the money to the Surveyor General. On all bids for a less quantity than 40,000 acres, one-third of the purchase money must be paid within ten days, and the remaining two-thirds within thirty days after notification of the acceptance of the bid or bids by the Board of Commissioners.

JACOB M. CAMPBELL, Surveyor General. For the Board of Commissioners.

Harrisburg, February 27, 1867.

WATCHES, JEWELRY, &C.

LADIES'

GOLD WATCHES,

A New and Handsome Lot of the Celebrated Makers,

PERRENOUD, JACOT AND ROGERS,

JUST RECEIVED BY

DUNSEATH & CO., Jewelers, 56 FIFTH STREET.

FOR SALE.

150 bbls Flour;	50 bbls Potatoes;
25 bbls Sorghum;	100 bbls Green Apples;
20 bbls Dried Apples;	10 bbls Navy Beans;
20 bbls Fresh Eggs;	15 bbls Roll Butter;
50 kegs Roll Butter;	25 kegs packed Butter;
25 hf bbls Herring;	25 hf bbls White Fish;
25 bbls Mackeral;	100 bxs W. R. Cheese;
25 kegs Lard;	30 tons Timothy Hay;
150 new Flour Barrels;	3 bbls New Cider;
2 bbls Pickles;	4 kegs Apple Butter;

STURGEON BROS., 303 Liberty street.

DRY GOODS.

NEW GOODS

OPENING DAILY.

Macrum & Carlisle,

19 FIFTH STREET,

Are Opening Daily

New and Desirable Goods.

BRADLEY'S NEW INVISIBLE SKIRT for 1867.
PROMENADE AND PARTY SKIRTS, new styles.
LADIES' MATINEE BRODE AND OPERA KIDS.
PATENT PROTECTORS, for Ladies only.
GENT'S PIQUE AND PLAIN KIDS.
The New FRENCH PAPER COLLAR CUFFS, are the latest novelty on Paper.
BEST FRENCH WHALEBONE CORSETS, all sizes.
GUIPURE LACES, new styles.
BEAD GIMPS AND FRINGES,
NEW LACE COLLARS.

Dealers Supplied

At New York Jobbers' Prices.

MACRUM & CARLISLE, 19 FIFTH STREET.

JUST OPENED.

JOHN PORTER,

No. 91 MARKET ST.

HAS NOW OPEN

6-4 ALL WOOL DELAINES, 75c.
1 case SHAKER FLANNEL, 31 1-4c.
BLACK AND WHITE PEQUID.
WHITE PEQUID.
PLAIN FRENCH CHINTZ.
PLAIN FRENCH LAWNS.
DRESS GOODS, cheap.
eod

PITTSBURGH, MARCH 11, 1867.

The attention of our Customers and the Trade generally is directed to our stock of

SPRING DRY GOODS,

NOW ARRIVING,

GOOD GOODS

AT

Reasonable Prices.

TERMS—CASH 30 DAYS.

INTEREST CHARGED AFTER MATURITY.

We solicit the Patronage of CASH and 30 DAY buyers, to whom all the advantages of prompt settlements will be offered.

M'ELROY, DICKSON & CO.

54 Wood Street.

DRY GOODS.

BATES & BELL,

OFFER FOR SALE A

Choice Assortment of

Dry Goods, Cloaks and Shawls.

21 FIFTH STREET.

NEW GOODS

FOR THE SPRING TRADE.

JUST ARRIVED AT

JOS. HORNE & CO.'S,

HOSIERY, GLOVES, BALMORAL SKIRTS, BALMORAL SKIRTING, EMBROIDERIES, LACES, WHITE GOODS, HANDKERCHIEFS, BUTTONS, CORSETS, HAIR NETS, BELTINGS, BUCKLES and NOTIONS of all kinds, a full and complete line.

MILLINERY GOODS.

RIBBONS, FLOWERS, HATS, BONNETS, FRAMES, SILKS, CRAPES, MALINES, &c.

As our stock has been purchased at LOW PRICES, we are prepared to offer them at correspondingly low rates to WHOLESALE AND RETAIL BUYERS.

Merchants, Pedlars and Dealers in our line will find it to their interest to give us a call.

JOS. HORNE & CO., 77 AND 79 MARKET STREET.

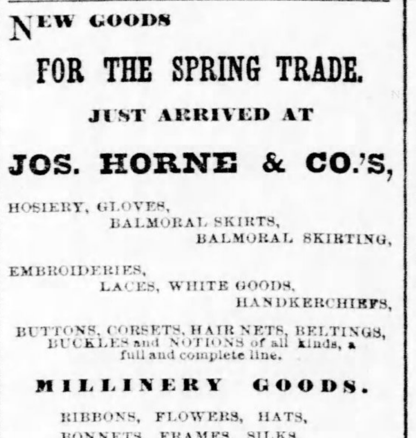
HOTELS.

M'HENRY HOUSE,

MEADVILLE, PA.

F. WELCH, Superintendent.

LETTER COPYING PRESSES.



The subscribers manufacture and keep for sale at Wholesale and Retail, a large assortment of Letter Copying Presses, combining tasteful designs with the best workmanship.

They may be had, with or without Stands, at their Warerooms, or of the principal Stationers throughout the country.

R. HOE & CO., 29 and 31 GOLD STREET, New York.

Illustrated Lists sent on application.

SPRING WAGONS, BUGGY AND HARNESS FOR SALE.—2 new Spring Wagons, large and small size, eastern made. 1 new Open Buggy, eastern made. 2 new sets of fine Buggy Harness. Will be sold at a great deal less than manufacturer's prices. Inquire of ROBERT F. WEDDELL, corner of Smithfield and Water streets.

MANUFACTURERS ALL OVER the world prefer and recommend the

GROVER & BAKER

No. 1 and No. 9 MACHINES, as the best for their purposes. Call and examine them at

no9 NO. 18 FIFTH STREET.

MANUFACTURERS.

DAVIS & PHILLIPS,

BRASS AND IRON FOUNDERS AND FINISHERS,

Railway, Steamboat, Engineers, Rolling Mill, Refinery and Oil Well Supplies;

MANUFACTURERS OF

MALLEABLE AND GRAY IRON GAS & STEAM FITTINGS.
PLUMBERS' AND GAS FITTERS' GOODS.
ALL KINDS OF FINISHED BRASS WORK.
EASTMAN, ASHCROFT, ALLEN'S, AND ALL KINDS OF STEAM AND WATER GUAGES.
GIFFORD'S INJECTORS.

Agents for JUDSON'S GOVERNOR VALVES, (same price as at works).

We also manufacture the ECLIPSE STEAM PUMP of capacity from 20 to 1,500 gallons, per minute, and saves from 60 to 70 per cent. of fuel over all other Pumping Engines in Pittsburgh. The Eclipse Pump is sold cheaper than any steam Pump in the market. Oil men and others wanting Steam Pumps please call and examine before purchasing elsewhere.

Agents for the CAMDEN GAS PIPE CUTTING MACHINE, the best in the market for cutting screws on pipe.

STEAM ENGINE INDICATORS, an instrument to demonstrate the cut-off at each end of the stroke, and to regulate the same by it. Engineers are invited to call and examine the instrument.

NEER'S PATENT ROTARY DYNOMOMETER AND OIL TESTER.

HIGH PRESSURE STEAM RADIATORS.

Steam Whistles, Oil Globes, Gong Bells, Baggage Checks, Pipe Hooks, Locomotive Spring Balances, Test Guage and Pump. Water and Oil Pumps of all kinds. Also, Gas and Steam Fitters' Tools, Stocks, Dies, Taps, Screw Plates, Tongs, Gas Plyers and Pipe Vises.

We employ competent labor to fit up public and private houses, Oil Refineries, Rolling Mills, or to put up in place all goods we manufacture or sell.

DAVIS & PHILLIPS

Nos. 110 Water and 104 First Sts., tf PITTSBURGH.

LYON, SHORB & CO.,

SLIGO IRON WORKS,

WAREHOUSE, NO. 121 WATER STREET,

1y PITTSBURGH, PA.

1860. ESTABLISHED 1860.

E. B. MATTHEWS,

MANUFACTURER OF

LARGE, FANCY HURL BROOMS.

Steamboat, Cotton Factory, Brewery, Railroad, Rolling Mill, Hotel, Carpet, Shaker, Warehouse, Street Car, Bridge, Steam Boiler, Toy, Oil Refinery, Glass House and Stove Polishing Brushes and Brooms of all kinds. Wholesale dealer in Brooms, Broom Corn, Handles, Twine, Tacks and Tin Plated Broom Wire. Also, all kinds of Broom Machinery and Tools of the most approved pattern. Office and Warerooms No. 325 Liberty street, Pittsburgh Pa. Factory, Chestnut street, Manchester, Pa. JAS. MATTHEWS, Secretary. SAM'L H. MATTHEWS, Agent, Galesburg, Ill. For Price List, &c., address E. B. MATTHEWS, 325 Liberty street, Pittsburgh, Pa.

ADAMS, M'KEE & CO.,

PITTSBURGH NOVELTY WORKS

Corner of Grant and First Streets,

MANUFACTURERS OF

FAIRBANK'S PATENT PLATFORM and COUNTER SCALES.
JANUS FACED PATENT DOOR LOCKS and LATCHES.
PAINT AND COFFEE MILLS, MALEABLE IRON, &c.

STEAM ENGINES,

BOILERS, OIL TOOLS, with Patent Lock Joints,

On hand, or made to order promptly, by

SMITH & PORTER,

No. 7 BINGHAM ST., South Pittsburgh.

Office—Corner Water street and Cherry alley.

RIPLEY & CO.,

MANUFACTURERS OF

Flint Glass, Tumblers, Goblets, Bowls, Dishes, &c., &c.
M'KEE STREET, opposite Adams & Co., Birmingham.

P. O. PITTSBURGH, PA.

N. B.—The Birmingham Passenger Cars pass the Works every ten minutes.

H. M. BOLER, J. H. SWEET, JOSEPH DILWORTH, GEORGE PORTER.

DILWORTH, PORTER & CO.,

MANUFACTURERS OF

RAILROAD CHAIRS AND SPIKES.

Office, cor. Water street and Cherry alley. au15-1y

PITTSBURGH FLINT GLASS WORKS—Established 1808.

BAKEWELL, PEARS & CO.,

Factory, BINGHAM STREET, Birmingham. Warehouse, 31 and 33 WOOD ST., Pittsburgh.

J. P. PEARS, B. B. CAMPBELL, | B. BAKEWELL, Jr., J. W. PAUL. ap24

BRANDS AND STAMPS

CUT TO ORDER IN EVERY STYLE, BY

JAMES BOWN,

my12 136 WOOD STREET.

STEEL MANUFACTURERS.

ANDERSON, COOK & CO.,

Pittsburgh Steel Works,

(Successors to Jones, Boyd & Co.)

Office: Corner FIRST and ROSS STREETS, Two Blocks above Monongahela House.

REFINED CAST STEEL, Square, Flat and Octagon, ALL SIZES.

SAW PLATES.

HOE, FORK AND SHEET CAST STEEL.

CAST STEEL FOR

REAPING AND MOWING MACHINES.
STEEL PLOW WINGS, SPRINGS,
AXLES, CIRCULARS, Cast and Common
PLOUGH AND SPRING STEEL.

SHEFFIELD STEEL WORKS.

SINGER, NIMICK & CO.,

MANUFACTURERS OF

Extra Quality Tool Cast Steel, Cast and German Spring and Plow Steel, Springs, Axles, Steel Tire, Plow Molds, Shares, Shovel Wings, &c.

83 WATER and 100 FIRST STREETS, PITTSBURGH, PA.

HUSSEY, WELLS & CO.,

MANUFACTURERS OF

All Descriptions of Cast Steel,

Best Refined Tool Steel, Circular, Mulay and Cross-Cut Saw Plates, Reapers, File, Hoe, Rake and Fork Steel Machinery, Plow, Sheet, Shear, Railroad Spring and Frog Steel.

Office and Works, CORNER HARRISON and PIKE STREETS, Fifth Ward, Pittsburgh, Pa.

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IRON HOUSE FRONTS, WINDOW LINTELS AND SILLS, GAS AND WATER PIPE, MACHINERY,

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Would call especial attention to our Shoes, which we claim to be of a

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WAFFLE IRONS, &c., &c.

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COAL SCREEN IRON,
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SHIP AND BOAT SPIKES,
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RAILROAD FISH BARS AND BOLTS,
RAILROAD CAR WHEELS AND AXLES,
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CAST AND WRO'T IRON WASHERS,
MACHINE AND PLOW BOLTS,
WROUGHT IRON HINGES,
TUYERE IRONS,
BRIDGE BOLTS AND CASTINGS,
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Steam Boilers,

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Prices as Low as Superior Work can be afforded by any.

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STEAM ENGINES, MILL WORK, MACHINERY of all kinds, SHAFTING, PULLEYS, HANGERS, &c., &c. Also, IMPROVED OIL ENGINES constantly on hand.

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I am prepared to furnish Steam Engines so much approved of for Oil Wells, and other purposes, on the shortest notice, having different sized Engines on hand, and finishing others. The public can be accommodated with almost any size they want. The work to show for itself. WILLIAM FISHER, Fifth ward, between Mechanic and Harrison streets, Pittsburgh. de21

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Petroleum Lubricating Oils.
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Office and Yard on Marion Avenue, near P., F. W. & C. RR., Allegheny City.

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Particular attention given to shipment of COAL and COKE West. fe25

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JOS. S. FINCH, Successor to THOMAS MOORE, Manufacturer of Copper-Distilled PURE RYE WHISKY, 189, 191, 193, and 195

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Carbon Oil Lamps,

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PITTSBURGH,

Columbus and Cincinnati R. R.

PAN HANDLE ROUTE.

Trains leave and arrive at Union Depot, as follows:

PITTSBURGH TIME.

Depart.		Arrive.
Fast Line	2:05 a m	10:15 a m
Mail	6:45 a m	6:35 p m
Mixed	9:20 a m	10:10 p m
Express	2:20 p m	9:30 p m
Steubenville Accom'n.	3:20 p m	9:50 a m
McDonald's Accom'n.	5:05 p m	8:20 a m

SAVING

60 MILES DISTANCE, 4 HOURS TIME AND 2 CHANGES OF CARS.

No change of cars between Pittsburgh and Cincinnati, and but ONE change to St. Louis, Cairo, and the principal points West and Southwest.

When purchasing Tickets be sure and find the Office of the Pittsburgh, Columbus and Cincinnati Railroad, UNION DEPOT (South Side.)

M. D. MOTHERSPAUGH, Ticket Agent, Union Depot, Pittsburgh.
S. F. SCULL, General Ticket Agent, Pittsburgh, Pa.

1867. THE PITTSBURGH, 1867.

Ft. Wayne and Chicago R. W., AND CLEVELAND AND PITTSBURGH R. R.

Trains arrive and leave at the Union Depot, as follows:

LEAVE.		ARRIVE.	
Chicago Exp.	2:20 a m	Chicago Ex.	2:30 a m
Cleveland Ex.	2:20 a m	Cleveland Ex.	2:30 a m
Erie & Ygn Ex	6:00 a m	Chicago Ex.	10:25 a m
Cl. & Whg M'l.	6:15 a m	Wheeling Ex.	11:25 a m
Chic. Ex. Mail.	7:00 a m	Chicago Ex.	3:40 p m
Chicago Mail.	1:50 p m	Cl. & Whg. Ex.	3:50 p m
Cl. & Whg. Ex.	2:15 p m	Erie & Ygn. Ex.	6:35 p m
Chicago Ex.	2:45 p m	Chicago Ex.	9:30 p m
Wheeling Ex.	4:35 p m	Cl. & Whg. Ex.	9:40 p m
Depart from Allegheny.		Arrive in Allegheny.	
F. Br'tn Acc.	9:00 a m	N. Brt' Acc.	7:20 p m
Leetsdale Acc.	10:00 a m	N. Brt'n Acc.	8:35 a m
Leetsdale Acc.	11:50 a m	Wellsville Acc.	9:55 a m
Rochester Acc.	1:20 p m	N. Castle Acc.	9:45 a m
Wells' & N C Ac	3:30 p m	Leetsdale Acc.	11:15 a m
Leetsdale Acc.	4:50 p m	Leetsdale Acc.	1:05 a m
N. Brt'n Acc.	5:20 p m	N. Brt'n Acc.	2:30 a m
N. Brt'n Acc.	6:15 p m	Leetsdale Acc.	4:10 a m
Leetsdale Acc.	10:30 p m	Leetsdale Acc.	7:00 a m

10:35 A. M., Chicago Express arrives daily. No Train leaves Pittsburgh on Sunday.

F. R. MYERS, Gen'l Ticket Agent. no19

PENNSYLVANIA

Central Railroad.

On and after December 30, 1866, trains arrive and leave the Union Depot, corner of Washington and Liberty streets, as follows:

Arrive.		Depart.	
Mail Train	1:20 a m	Daily Express	3:00 a m
Fast Line	1:50 a m	Wall's No. 1	6:30 a m
Wall's No. 1	5:20 a m	Mail Train	8:20 a m
Brinton No. 1	7:50 a m	Wall's No. 2	9:50 a m
Wall's No. 2	8:50 a m	*Cincinnati Ex.	10:50 a m
Johnstown acm.	9:50 a m	Wall's No. 3	11:30 a m
Baltimore Exp.	1:20 p m	Braddock No. 1	3:40 p m
Phila. Express	1:50 p m	Phil. Express	4:10 p m
Wall's No. 3	1:05 p m	Wall's No. 4	4:05 p m
Wall's No. 4	4:00 p m	Wall's No. 5	3:00 p m
Braddock No. 1	5:50 p m	Wall's No. 6	10:00 p m
Wall's No. 5	7:00 p m	Fast Line	10:05 p m
Altoona Ac. and Emig't train	10:25 p m	Johnstown Ac.	2:50 p m
		*Daily all others Sundays excepted.	

The Church Trains leave Wall's Station every Sunday at 9:15 A. M., reaching Pittsburgh at 10:00 A. M. Returning leave Pittsburgh at 12:50 A. M. and arrive at Wall's Station at 2:00 P. M.

The Baltimore Express will arrive with the Philadelphia Express at 1:50 P. M. on Sundays.

NOTICE.—In case of loss, the Pennsylvania Railroad Company will hold themselves responsible for personal baggage only and for an amount not exceeding $100.

W. H. BECKWITH, Agent.

WESTERN PENNSYLVANIA R. R.—On and after WEDNESDAY, January 2, 1867, the Passenger trains on the Western Pennsylvania Railroad will arrive at and depart from the Federal street Depot, Allegheny City, as follows:

Arrive.		Depart.	
Sharpsbg No 1.	6:35 a m	Sharpsbg No 1.	5:30 a m
Freeport No 1.	8:20 a m	Mail	6:05 a m
Sharpsbg No 2.	9:30 a m	Sharpsbg No 2.	7:20 a m
Express	10:45 a m	Freeport No 1.	9:25 a m
Sharpsbg No 3.	11:35 a m	Sharpsbg No 3.	10:15 a m
Sharpsbg No 4.	1:50 p m	Sharpsbg No 4.	11:50 a m
Mail	4:20 p m	Express	2:05 p m
Freeport No 2.	6:00 p m	Sharpsbg No 5.	3:00 p m
Sharpsbg No 5.	6:50 p m	Freeport No 2.	6:50 p m
Sharpsbg No 6.	9:05 p m	Sharpsbg No 6.	7:50 p m

All trains run daily except Sunday.

Commutation Tickets for sale in packages of twenty, between Allegheny City, Chestnut street, Herr's, Bennett, Pine Creek, Etna and Sharpsburg, and good only on the trains stopping at Stations specified on tickets.

Through tickets to Butler and Hannahstown, may be purchased at Walker's Stage Office, No. 3 ST. CLAIR STREET, near Suspension Bridge, Pittsburgh, and at the Depot, Allegheny City.

The Pennsylvania Railroad Co. will not assume any risk for baggage, except for wearing apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value, will be at the risk of the owner, unless taken by special contract.

For further information apply at Depot to JAMES LEFFERTS, Agent, Federal Street Depot.

THE

Merchants' Union Express Co.,

CAPITAL.....................$20,000,000.

OWNED AND OPERATED BY OUR MERCHANTS AND MANUFACTURERS.

Carries by Express, Money, Valuables, Freight and Parcels, over more than 13,000 miles of Express Line, at just and liberal rates, saves Millions yearly to Express Shippers, and can be made permanent only by their liberal patronage. This we hope to merit and receive.

OFFICE, 145 WOOD STREET.

WM. LITTLE, Agent.

ALLEGHENY VALLEY RAILROAD.

Change of Time.

On and after FRIDAY, February 1st, 1867, Passenger trains will leave and arrive at Pittsburgh Depot, corner Pike and Canal streets, as follows:

	Leave Pitts'gh.	Arrive.
Hulton Accommodation	6:30 a m	12:00 m
Mail (to & from Mahoning)	7:20 a m	6:10 p m
First Soda Works Accom.	9:30 a m	8:00 a m
Kiskiminetas Accom'n	1:30 p m	7:45 p m
Express	3:15 p m	11:20 a m
Second Soda Works Ac.	5:30 p m	2:30 p m
Sunday Church Train from and to Soda Works	1:00 p m	2:30 a m

H. BLACKSTONE, Superintendent.

PITTSBURGH AND CONNELLSVILLE RAILROAD.

SPRING ARRANGEMENT.

On and after THURSDAY, March 15th, 1866, the trains will leave the Depot, corner of Ross and Water streets, as follows:

	Leaves Pittsburgh.	Arrives Pittsburgh.
Mail to and from Uniontown.	7:00 a m	6:00 p m
Express " "	3:00 p m	10:00 a m
West Newton Accom.	6:15 p m	8:30 a m
First McKeesport Accom.	11:00 a m	6:50 a m
Second " "	10:00 p m	2:05 p m
Braddock's " "	4:10 p m	5:45 p m
Sunday Church train to and from West Newton	1:00 p m	10:00 a m

For tickets apply to J. W. KING, Agent. mh15 W. R. STOUT, Sup't.

ALLENTOWN ROUTE

TO THE EAST.

SHORTEST & FASTEST LINE

Between Pittsburgh and New York,

VIA HARRISBURG, READING, ALLENTOWN AND EASTON.

NO CHANGE OF CARS BETWEEN PITTSBURGH AND NEW YORK.

SLEEPING CARS ON NIGHT TRAINS.

Trains leave Union Depot of Pennsylvania Railroad in Pittsburgh, daily (except Sundays) at 3:10 and 11:00 A. M., 4:20 and 10:15 P. M. On Sundays 11:00 A. M.

Leave New York for Pittsburgh, from Station of CENTRAL RAILROAD OF NEW JERSEY, FOOT OF LIBERTY STREET, at 9:00 A. M., 5:00 and 8:00 P. M.

Baggage checked to all points between Pittsburgh and New York.

H. P. BALDWIN, General Passenger Agent.

ERIE AND PITTSBURGH RAILROAD—On and after November 19th, 1866,

FAST EXPRESS

Leaves Union Depot, 6:00 A. M.; Allegheny, 6:10 A. M.; arrives at Meadville 12, noon; Franklin, 3:15 P. M.; Oil City, 4:10 P. M.; Erie, 1:35 P. M.; Buffalo, 5:20 P. M.; Niagara Falls, 7:35 P. M.

MEADVILLE ACCOMMODATION

Leaves Allegheny, 1:20 P. M.; arrives Meadville, 11:00 P. M.

Ninety-seven miles the shortest route to Erie or Buffalo; eighty-three miles saved to Meadville and Franklin.

Ask for tickets via Erie and Pittsburgh Railroad.

J. J. LAWRENCE, General Superintendent, Erie, Pa.
J. A. BURCH, General Ticket Agent, Buffalo, N. Y.

COMMISSION MERCHANTS.

W. D. BURKAM & CO.,

GENERAL

Commission Merchants,

NO. 44 CHAMBER OF COMMERCE,

Chicago, Illinois,

ORDERS FOR

Grain and Produce.

PROMPTLY FILLED.

J. McALPIN & CO.,

WHOLESALE DEALERS AND

Commission Merchants,

IN EASTERN AND WESTERN

PRODUCE,

FLOUR, BARLEY, RYE, OATS, HAY, FEED, POTATOES, APPLES, ONIONS, POULTRY, GAME, &c., &c.

NO. 337 LIBERTY STREET.

T. C. JENKINS,

Checkered Front,

273 LIBERTY ST., PITTSBURGH,

Commission Merchant,

And Wholesale Dealer in Flour and all Kinds of Produce.

Weekly Prices Current and Marking Plates sent to Consignors.

L. H. VOIGT. DANIEL SHUPE.

L. H. VOIGT & CO.,

PRODUCE AND COMMISSION MERCHANTS.

237 Liberty Street, Pittsburgh, Pa.,

Receive and sell all kinds of COUNTRY PRODUCE. Purchase on orders at the lowest Market price, all kinds of Pittsburgh manufactured goods, and every description of Merchandise.

ATTORNEYS.

THOMAS M. MARSHALL,

ATTORNEY-AT-LAW,

CORNER FIFTH AND GRANT STREETS, PITTSBURGH, PA.

The Daily Commercial

CITY MATTERS.

HORRIBLE TRAGEDY.

An Old Man Brutally Murdered---Money the Cause of the Deed---One Thousand Dollars Reward for the Murderers.

We are called upon to record another fearful tragedy, of a more horrible character than that committed on Boyd's Hill over a year ago. The scene of the tragedy was at the house of Mr. David Sproul, located in Washington county, three miles from Noblestown, this county, and two miles and a half from McDonald's Station, on the Pan Handle Railroad, which is about fourteen miles from this city. Mr. Sproul and his unmarried sister, about fifty years of age, occupied the house, which is half a mile from any other habitation. On Monday night last about eight o'clock, three men, one of whom had his face blackened, knocked at the door of Mr. Sproul's house, and inquired the way to the Hempfield Railroad. They were answered by Mr. Sproul, who went to the door for the purpose of pointing out to them the direction to the railroad. As soon as he reached the door he was seized by two of the men, who dragged him into the kitchen and there brutally murdered him. The body was mangled in the most horrible manner. His throat was cut from ear to ear, his head cut across the forehead, the knife run through both cheeks, opening his mouth nearly the full extent of his jaws, and was stabbed below the eye, back of the ear, and on the top of the head.

Simultaneously with seizing Mr. Sproul at the door, the man who had his face blackened rushed in, and catching hold of Miss Sproul, dragged her up to the garret, where he threw her on the bed, and tied her firmly with a rope, swearing at the same time if she made any outcry he would murder her. The men in the kitchen halloed to the man with the blackened face, whom they called "California John," to kill her, but finding that she was securely fastened to the bed, they did not harm her.

The villains then proceeded to ransack the house, as their purpose seemed to be to get money. They searched the garret and found a box secreted, which they broke open. They took from the box all the money in it—one hundred and sixteen dollaes, and two silver watches. There was also in the box notes to the amount of over twenty-five thousand dollars, but being of no use to them, they left them strewn upon the floor. The wretches, having secured all the money in the house, then fled, leaving Miss Sproul tied to the bed.

She remained in that position until two o'clock the next (Tuesday) afternoon, when a neighbor, who had come to the house to get some milk, heard her screams, and released her. Upon being loosened, she was so prostrate that she could scarcely stand.

Justice of the Peace Johnson, of Washington county, on Wednesday afternoon, empaneled a jury and proceeded to hold an inquest on the body of Mr. Sproul. After hearing the evidence of several witnesses, the inquest was adjourned until yesterday afternoon.

No clue whatever to the murderers has been obtained. A reward of one thousand dollars for their apprehension has been offered by the relatives of the deceased. Miss Sproul thinks that she can recognize the murderers. She says that the man with the blackened face could not have been a stranger in that locality, as he seemed to know all about the house. About two weeks since, Mr. Sproul had two thousand dollars in money at home, which he wished to loan at interest, and the murderers, probably learning of this, went to his house on Monday night with the expectation of getting that sum. The deceased, however, had loaned the money to his brother a few days since.

Mr. Sproul, the deceased, was an unmarried man, of about fifty-five or sixty years of age. The body was buried yesterday.

SOLDIERS' MONUMENT.

Meeting of the Association--Committee Appointed to Select a Site for the Monument--The Coming Fair, etc.

In accordance with a resolution passed at last meeting, the members of the Allegheny County Soldiers' Monumental Association met at City Hall yesterday afternoon, Gen. A. L. Pearson, acting Chairman, and Horace S. Snowden as Secretary.

After the meeting was called to order, Chas. H. Armstrong, Esq., of the Ninth ward, presented the Association with a solid and magnificent silver horn, to be placed on the Ninth ward table. The horn is a beautiful one, and is on exhibition at John B. McFadden's store, on Market street.

D. C. Bleakney, on behalf of the Telegraph Committee, then made a report, which was accepted and ordered to be filed.

Mr. David Mercer and Capt. Samuel Kilgore consented, by letter, to allow their names to be used in connection with the Mayor's election as candidates. The letters were accepted and filed.

A communication was read from John M. Kenney, Esq., and a committee of three appointed to confer with him. Gen. Schoonmaker, Capt. Jennings and Gen. J. S. Negley are the committee.

The following resolutions were offered by Captain Jennings and adopted:

WHEREAS, The Councils of the city of Pittsburgh have offered to make an annual appropriation to the Fire Engine Companies of said city, on condition that said Companies will not solicit any moneys from the citizens, and

WHEREAS, Several engine companies having accepted said offer and entered into written articles of agreement with Councils, will hereby be prevented from entering into competition for the superior hose carriage offered by this Association for competition by the various fire companies of the county. Be it, therefore,

Resolved, That the President of the Executive Committee be instructed to petition Councils, at their meeting on Monday evening next, to make such arrangements as they in their wisdom may see best, as will permit the said fire companies to solicit subscriptions for the purpose of entering into a spirited competition for this carriage.

On motion the following gentlemen were added to the Executive Committee: General J. M. Schoonmaker, Captain B. F. Jennings, Captain W. B. Cook and Captain J. B. MacConnell.

Mrs. Robinson then moved that a committee of seven be appointed to act with the Gentlemen's Executive Committee and to receive proposals for the erection of the monument and to superintend the erection of the same. Carried.

On motion the Committee then adjourned to meet on Thursday, April 4th.

SPECIAL MEETING OF LADIES.

Immediately after the adjournment of the general committee, the ladies met and appointed the following as committee to select a site and superintend the erection of the monument: James Park, Jr., John Watt, Esq., B. Preston, Esq., Hon. Thomas M. Howe, Samuel McKee, Esq., J. R. McCune, Esq., W. P. Weyman, Esq., General Negley, General A. L. Pearson, Colonel T. M. Bayne, and Captain Jennings.

On motion, adjourned.

Spring Elections--Additional Returns.

The returns of the result of the elections in Findley and McCandless townships, have been received, and are as follows:

FINDLEY.—Judge of Elections—Jarret Coventry. Inspector of Elections—Wm. McMinn. School Directors—James Stewart, Henry Strouss. Supervisors—Isaac Oustott, Henry Weaver. Assessor—A. W. Enlow. Assistant Assessors—Wm. V. Hays, Henry Strouss. Auditor—Robert McAyeal. Township Clerk—Samuel Groom. Constable—A. W. Enlow.

MCCANDLESS.—Judge of Elections—Samuel Debuthnot. Inspector of Elections—Henry Cole. School Directors—Three years—Wm. Grubbs, Frederick Nuhr; one year—O. G. Willison, James M. Kinney. Supervisors—George Crouch, Samuel Neely. Assessor—Andrew Grubbs—Assistant Assessors—Frederick Nuhr, John Keown. Auditor—Robert Guyton. Township Clerk—Jacob Frax. Constable—Joseph Crouch.

FROM one of the Trustees of the First Methodist Church, Allegheny City: I have been troubled for five years with dyspepsia and general debility. I would recommend all who are troubled with such complaints to try the Indian Herb Doctor, of 194 Liberty street.

D. DAVIS, Allegheny.

Mrs. Patterson, of Minersville, can now read without the aid of glasses by the use of the Indian Herb Doctor's medicine. Andrew Kidd, of McKeesport, had six scrofulous ulcers, some of them large enough to put your fist into, is now healed by the Herb Doctor. Geo. Featherstone, Franklin Iron Foundry, has been troubled with a bad cough, difficult breathing, hoarseness, dizziness in the head, debility, &c., has gained seven pounds of healthy flesh in two weeks. Mr. F. Cunningham, connected with the glass establishment in East Birmingham, has been troubled with nervous debility, and is almost cured; gained three pounds by the Indian Herb Doctor's treatment.

Thomas James, on Engine No. 296, Pennsylvania Railroad, has been cured of a bad case of scrofula.

Wm. Dunn, cured of nervous debility, gained nine pounds since he placed himself under the treatment of the Indian Doctor. The Doctor's office is 294 Liberty street.

A VALUABLE TONIC.—Although but a few months have transpired since their introduction in this region, Mishler's Herb Bitters are rapidly coming into general favor and superseding many familiar tonics. The benefits already conferred upon the afflicted by the use of these bitters are manifold, and thousands of certificates are in the possession of the proprietor attesting them. Physicians of eminent skill and extensive practice unhesitatingly approve of them, and speak warmly of their virtues. They are not a beverage, and cannot be so used, but are really what they purport to be, a panacea for many ills originating in a bad condition of the blood. The wholesale agents for Mishler's Bitters in this city are Messrs. Fahnestock & Holton, No. 26 Market street, who are prepared to furnish druggists and dealers generally with the genuine, unadulterated article, promptly upon short notice.

THE letter which we publish elsewhere to-day from Mr. Jones, testifying to the very remarkable success of Dr. Hunter's treatment, is doubly interesting to our readers just now, from the fact that the Doctor may be consulted daily at the Merchants' Hotel, Smithfield street, where he has convenient and comfortable room.

YOUNG MEN'S PRAYER MEETING.—A Young Men's Prayer Meeting will be held this evening, at seven and a half o'clock, in the Sabbath School Room of the First Cumberland Church, on Sixth street. A general invitation to the young men is extended.

The Atlantic White Lead Company of the City of New York.

Among the vast movements which are constantly going forward among mankind, and so strikingly mark the industrial genius of the present age, none will better serve to interest thinking persons generally than the progress of American manufactures, which have been brought to their present perfection through man's ingenuity, and the mechanical power of steam and machinery. Genius of the highest kind never trusts to accident. It is indefatigable in labor. It has been said of genius that it is "patience" and "hard work." Men of persistent industry and earnest purpose "scorn delights, and live laborious days." This is the secret of our marvelous success as a nation. Our genius has enabled us to push through our difficulties, grow strong through repeated effort, and lead our country up from the ranks of poverty to the power of skilled wealth and greatness.

We select, rather by accident than otherwise, the Atlantic White Lead Company, as an illustration of the progressive character of American manufacturers, for description in our present issue. This company was incorporated in 1845, by the New York Legislature. Messrs. Robert Colgate & Co., are the agents, and principal owners of works, which are located in Brooklyn, L. I., directly opposite New York city. The works are the most extensive and costly of their kind on this continent, if not, indeed, on the globe, and their annual product in *quality* and *quantity*, ranks it foremost among the representative White Lead Works in the world. The practical genius, patient thought, business industry and sagacity of Messrs. Robert Colgate & Co., has immensely increased the demand in the American and foreign markets for Atlantic White Lead, and, also, for Linseed Oil, an article they extensively manufacture. Hence, they have found it necessary to extend their works from time to time, and to introduce additional facilities, until now the works have a capacity greater than the consumptive demand will require for some time to come.

Ordinarily there is little to attract the eye of an unthinking traveler to establishments like this, as he may chance to glide past them upon the busy bosom of the East river, on whose shores many are built; nevertheless, it is an indisputable fact that these works, and others of a kindred character and function, mark the spot where the true heart of the metropolis of our country lies. The Atlantic White Lead Works occupy two and a half acres, equal to over thirty-six thousand square feet of surface. They were partially destroyed by fire on the night of January 24th, 1866, and a loss involved amounting to a quarter of a million of dollars. But with that genius which turns all accidents to account,—call them rather by their proper names, opportunities—Messrs. Robert Colgate & Co. filled most of their orders with remarkable promptness, in spite of the unexpected event which clogged their operations, and though the most valuable portion of the works, including the machinery, were destroyed, yet in nine months they were re-erected upon an enlarged scale, with increased capacity, and new and more expensive machinery. These Works are bounded by Marshall, John and Gold streets, Hudson avenue and the East river, and occupy one entire block and half of another. The main building is situated on Marshall street, and extends to the water's edge. It has a commanding aspect, measures over 300 by 250 feet, has three stories, and an extensive underground story. Eastern insurance companies consider it most admirably arranged and constructed. It is entirely heated by steam and the walls, ceilings and floors of the boiler rooms are solid masonry. In addition to this are other buildings, used for manufacturing linseed oil; for casting "buckles," a form in which lead is conveniently subjected to the vapors by which its conversion into carbonate is effected; coroding houses; oil refinery; cooperage; carpenter shop; stables, etc. They are substantially constructed of brick, stone and iron, and commodious and convenient in their arrangement. The Linseed Oil works are three stories high and have a large cellar. In manufacturing this oil, Messrs. Robt. Colgate & Co., have achieved a wide reputation. The residue, or "oil cake," is exported to England, where it is extensively adopted as food for cattle. The White Lead and Linseed Oil Works are connected by iron doors upon each story, and all the doors in these buildings are made of the same metallic substance as a further protection against fire. The oil refinery, cooperage, carpenter shop and stables, are situated opposite the works. The other buildings, including an extensive machine shop, are located in the rear of the works. Adjoining the oil refinery is the Red Lead and Litharge Works. The entrance to the White Lead Works is through a spacious arch-way. On approaching it one will see huge trucks and drays heavily loaded, and drawn by fine horses, passing in and out. In the yard to which it leads may be seen piles of superior pig lead imported from Europe; the coroding houses, etc. To the right of the entrance is the General Superintendent's office, in which the comfort and convenience of its occupants for transacting business have been considered in its arrangement. In this office may be found samples of all the manufactures of this company. Adjoining the office stands the works where the carbonate of lead is received, pulverized, washed, ground and put up in kegs or cans for shipment. Great vigilance is exercised here in manufacturing pure white lead, in order that no deleterious substance be mixed with the carbonate of lead in its transition state, and the process secures the buyer a *perfectly pure article*, made from the best European metallic lead, and as such it is *guaranteed* by this company. A large proportion of what is offered in the market as "pure" white lead, is adulterated lead, and the consumer not being familiar with this "trick of the trade," innocently supposes he is buying a genuine white lead. He is often deceived, however, unless he purchases directly from the agents of this or some other company in the United States, who guarantee to deliver a pure article. The distinguishing feature of the white lead manufactured by this company is its absolute purity, and it has other important characteristics; for instance, its whiteness is perfect; it receives a thorough pulverization which renders it soft, and more easily mixed with oil, and it is the most durable compound of this nature in the American market, and is preferred above every other brand.

With the limited space at our disposal we cannot now enter into the details of white lead manufacture; besides, we must remind the reader of the Linseed Oil Works, which are worthy of notice, where the flaxseed, from which the oil is extracted, is the finest that can be procured, in order that the oil may possess a good drying quality when mixed with white lead or paint. This is the character of the oil manufactured at this establishment.

The motive power by which the machinery of these works is driven is furnished by thirteen boilers. Hand labor is superceded as far as possible by machinery. For example, in the cooperage, the casks and kegs are entirely constructed by an ingenious mechanical process, and in a more skillful manner, and with less waste of time and material than by hand. The stationary engines are powerful and of splendid workmanship. They are the life and soul of the establishment. It is impossible to look upon them as they toil on industriously in their daily duty without a certain feeling of respect and admiration for the lesson they teach. Passing in and around these works one is reminded of the streets and lanes of a village. At every step we meet the workmen actively employed at their respective duties. The proper regulation of the labors of so large a body of men as are employed by this company requires much system in the general management, and constant and careful supervision on the part of those entrusted with the charge of the various divisions of labor. In fact, this concern forms a regularly organized community, having, like any Kingdom or State, its gradations of rank, its established usages, its laws, its police, its finance, its records, its rewards and its penalties. The operations of the principles of system, and of the requirements of law, leads in such a community as this to many curious and striking results, some of which we would describe if we had space.

The office of Messrs. Robert Colgate & Co. is located in the spacious warehouse of the Atlantic White Lead Company, No. 287 Pearl street, corner of Beekman street, in the city of New York.

An Appeal for the Suffering Alabamians.

The following appeal, in behalf of the poor of all classes in southern Alabama, will commend itself to the charitable:

TO THE CITIZENS OF PITTSBURGH: I regret the necessity that compels me to leave immediately for Cincinnati, as I had fondly hoped to be able to accomplish considerable for my mission of mercy in this "Iron City." The highest Court of Law and Equity in the universe, has long since decided that "It is more blessed to give than receive." The same Court also decided, that "he that giveth to the poor lendeth to the Lord." Surely there can be no better plan to restore national harmony, than to "feed the hungry, clothe the naked, and keep ourselves unspotted from the world." I will remain in the city of Cincinnati a few days, and any donation for the purpose indicated, forwarded to me, at that city, shall be faithfully applied to relieving the wants of the most needy in Southern Alabama, without regard to politics, religion or color.

C. S. REEVES, M. D.,
of Montgomery, Alabama.

This gentleman having come to us a stranger, and having experienced no small difficulty in introducing himself to the confidence of the benevolent of our city, the officers of the Young Men's Christian Association have assumed the pains and responsibility of establishing the authenticity of his credentials, and at the same time of vindicating the large-hearted benevolence and fraternal sympathy of the Iron City toward our suffering brethren of the South. In response to a telegram sent to Montgomery, Ala., they have received an answer from Gov. Patton, stating that his mission is authorized by the Governor and the Houses of the Legislature of Alabama.

At a meeting of the Board of Directors of the Young Men's Christian Association, it was resolved that the pastors of the various churches of the two cities be requested to have collections taken in their several congregations on the coming Sabbath, or earliest opportunity for this most worthy and imperative charity, with the Association's assurance and pledge that all moneys and contributions entrusted to them will be conscientiously and intelligently devoted to the purposes named.

Oliver McClintock, President, at No. 23 Fifth street; Wm. B. Edwards, at Colhoun & Edwards, Wood street, and A. B. Riggs, Secretary, at the rooms of the Association, No. 23 Fifth street, are authorized to receive all contributions.

FOUND DROWNED IN THE ALLEGHENY.—The body of an unknown man was found yesterday in the Allegheny river, on the shore of Wainwright's Island, opposite Lawrenceville. Coroner Clawson was summoned and held an inquest, but no evidence was adduced to lead to the identity of the body. The jury returned a verdict of "found drowned." The deceased was about five feet five inches in height, heavy set, sandy goatee and black hair. He wore two pair of black pants; a black vest, a pair of heavy hob-nailed boots, and four shirts, one of which was knit, two of heavy red and black barred, and the other a black and white flannel. About three weeks since a slouch hat and a sack coat were found lying on the Island, within thirty feet of where the body was found yesterday. The body will remain at Devore's undertaking rooms, on Grant street, until four o'clock this afternoon, for identification.

THE COURTS.

Court Calendar for This Day.

No. 56. O'Neil vs. Fleming.
No. 63. Godfrey vs. Ballau.
No. 64. Robinson, Rea & Co. vs. Monongahela Insurance Company.
No. 7. Meurer vs. Raetz.
No. 15. Thompson vs. Rice.
No. 16. Colbentz vs. Schields.
No. 17. Bendendorff vs. Clark & Sumner.
No. 20. Grady vs. Backhouse et al.
No. 34. Brown vs. Schaub & McDonald.
No. 36. Taylor vs. Grigg.

The January list will be taken up on Monday morning.

COURT OF QUARTER SESSIONS.—Before Judge Sterrett.

Ella McCafferty was arraigned on a charge of stealing a gold watch, valued at $200. James Scott, the prosecuting witness, stated that he visited the defendant's house, in the Third ward, for the purpose of employing a servant girl, and while there his watch was stolen from him. He was, however, unable to prove that the robbery had been committed by the defendant, and the jury returned a verdict of not guilty.

Alexander Moffatt was placed on trial, on a charge of conspiracy. Isaac Thompson, the prosecutor, testified that in May last Moffatt and a man named Wm. Dawson, appeared before United States Commissioner Sproul and made an information against him for passing spurious twenty dollar greenbacks, but when the trial came up in the United States District Court he was acquitted. He then instituted proceedings against them for conspiracy, when Moffatt was held for trial, but Dawson was not arrested. There are six counts in the indictment, and it being probable that the case will occupy the attention of the Court to-day, the balance of the jurors were discharged from further attendance until Monday morning.

DISTRICT COURT.—Before Judge Hampton.

H. S. McKee & Co. vs. Allegheny Insurance Company. Special verdict for plaintiff for $1,182, subject to the decision of the Court on reserved questions of law.

The election of Robert C. Loomis and Ormsby Phillips as Trustees of the Dollar Savings Bank, was confirmed by the Court.

Alexander and Thomas Jones vs. the Pittsburgh, Columbus & Cincinnati Railroad. Action in ejectment for a piece of land situated in the borough of West Pittsburgh, containing one acre and one hundred and twenty-five perches. On trial.

COURT OF COMMON PLEAS.—Before Judge Mellon.

Samuel S. Ramsey vs. Jacob Weaver and Wm. Mitchell; action to recover the value of a promissory note. A verdict in favor of plaintiff for two hundred and seventy-six dollars and fifteen cents was rendered by the jury.

No other cases being ready for trial, court adjourned until this morning.

Letter from George Jones, Esq., one of the Proprietors of the New York Daily Times.

[From the Daily Times.]

OFFICE DAILY TIMES, NEW YORK.

Enjoying as I now do the blessing of uninterrupted health—after enduring seventeen years of suffering—I should be recreant to every sense of justice, to every feeling of gratitude, and to every consideration of good-will towards those who are suffering as I have been, if I "remained silent" as to the physician, to whose skill and kind attention I am already indebted under Heaven for so great a blessing as health.

For seventeen years I was the victim of asthma in its worst form. About twelve months ago I consulted Dr. Robert Hunter, who put me at once under active treatment by the inhalation of such medicines as he prescribed. A few weeks convinced me that I was in the right hands. I persevered with confidence, gradually and steadily improving under the treatment, until six months had elapsed, when I found myself completely relieved. I have been since, and am now, in the enjoyment of good health, gaining flesh and feeling well, although my old medical advisers could never hold out to me the least hope of such happy results under their treatment.

I offered some months since to make a public statement of my case, believing it due to Dr. Hunter and the practice he advocates, but he declined, for the reason that he considered his practice sufficiently well established on its general results, without the publication of isolated cases. I have reason to know, therefore, that my case, although editorially alluded to in the columns of a city daily paper, was never published by Dr. Hunter himself.

I shall merely add that my previous suffering and present good health are known to hundreds, many of whom daily congratulate me on the evident and great improvement in my health.

GEORGE JONES.

JAPANNED WARE AND HOUSEFURNISHING GOODS.—Among our various manufacturing establishments, we notice one, which, though not new, appears recently under a new firm. It is the establishment of WM. BARNES & CO., Third street, where we have seen some of the most tasty articles of Pressed and Japanned Ware, of their own manufacture. They deal also in tinplate, block tin, wire, &c., and keep on hand many articles of housefurnishing. Persons dealing in these things will find this a good place to procure supplies, either of the material or the manufactured articles.

ARRESTED AND DISCHARGED.—John and James Richardson, two of the parties alleged to have been connected with the late burglary at East Liberty, and who resisted so successfully the efforts of the police to apprehend them, were arrested yesterday and had a hearing before the Mayor, when the evidence not being sufficient to detain them, they were discharged. James McQuade, who was arrested on the previous day, was also released from custody.

ACCIDENT AT A COTTON MILL.—A young girl named Mary Dougherty, employed in the Penn Cotton Mills, in the Fourth ward, Allegheny, came near losing her life on Wednesday afternoon, by having her arm caught between the belting and one of the driving wheels of the machinery. The belting was promptly thrown off by a workman, and the girl was rescued from her perilous situation. The flesh was torn from her arm, but fortunately no bones were broken.

THE WANT OF BRICKMAKERS.—Brick machines multiply! But the want of brick makers as a Brick Dryer that will save labor and save brick. The model of such an apparatus may be seen at the Mansion House, Liberty street during this day.

FRED DOUGLAS.—This celebrated colored orator will deliver a lecture at City Hall, on Monday evening next, on "The Sources of Danger to the Republic."

REMOVAL.—Owen Byrne, Merchant Tailor, formerly of 52 St. Clair street, can be found at 14 Wylie street, under Ashland Hall.

Public Amusements.

OPERA HOUSE.—The accomplished comedienne, Miss Kate Reignolds, will this evening take a benefit, when she will personate "Rosalind," in Shakespeare's comedy, "As You Like It." Miss Reignolds is a spirited young actress, has a handsome person, and dresses her characters with much taste, and will therefore appear to advantage this evening as "Rosalind." That excellent comedian Hotto, will of course be the "Touchstone" of the evening.

VARIETIES.—At the Varieties Theater, Penn street, the consolidated companies will appear in a variety of performances, including drama, ballet, songs and dances.

GERMAN THEATER.—On Wednesday evening next the German Theatrical Company will produce, at the Academy of Music, the play of "Belphegor," for the benefit of Madam Joanna Pellissier.

POLICE INTELLIGENCE.

CHIEF OF POLICE APPOINTED.

Mr. James Scott, formerly a member of the police force, has been appointed by Mayor McCarthy to the position of Chief of Police, to fill the vacancy occasioned by the resignation of Robert Hague.

INSOLVENT RELEASED.

John Mooney, who was convicted of illegal liquor selling, and sentenced to pay a fine and costs and to undergo three months' imprisonment in the county jail, yesterday took the benefit of the insolvent act, and was discharged.

[Before Alderman McMasters.]

ALLEGED FELONIOUS ASSAULT BY A LAWYER.

J. W. Miller, keeper of a grocery store on Fifth street, appeared yesterday and made an information against Anthony Weidman, a member of the legal profession, charging him with felonious assault and battery. Mr. Miller alleged that Mr. Weidman was indebted to him in the sum of sixteen dollars, and yesterday he went to the latter's office and presented him the bill for payment. Mr. W., it is alleged, instead of paying the bill, immediately ordered Mr. Miller to leave the office, and his request not being complied with, went to a table, took from it a pistol, and cocked it at the latter. Mr. M., feeling that he was not in safe quarters, then left the room. A hearing was had in the case yesterday afternoon, which resulted in the defendant being held in one thousand dollars bail for his appearance at the June term of Court for trial.

[Before Alderman Lynch.]

KEEPING A DISORDERLY HOUSE.

Edward Martin lodged complaint yesterday against George Rohe and Ellen Rohe, his wife, for keeping a disorderly house on Maddock's alley, in the Fourth ward, where persons of a lewd character congregate, and disturb the peace of the neighborhood. They were arrested and held for a hearing.

[Before Alderman Donaldson.]

MALICIOUS MISCHIEF.

Alfred Tate was arrested yesterday on a charge of malicious mischief preferred by Wm. H. Mackey, and committed to jail for trial, in default of $300 bail.

HOSTETTER'S STOMACH BITTERS.—MUSHROOM IMITATIONS.—Success is the "prevalent cradle" of innumerable humbugs. No sooner had HOSTETTER'S STOMACH BITTERS made their mark in the world than up sprang a host of imitations, and as the great restorative grew and spread, the pestiferous crop of poisonous mockeries thickened. But the true medicine has lived them down. One by one they have disappeared. When the bellows of puffery, which kept alive the feeble fire of their borrowed reputation, ceased to blow, they ceased to live, and thus they continue to come and go. Meanwhile, HOSTETTER'S BITTERS, the great protective and remedial tonic of the age, have progressed in popularity each succeeding year. Their success as a means of preventing and curing the diseases resulting from malaria, unwholesome water, and all unhealthy climatic influences, has been boundless; and as a remedy for Dyspepsia, Liver Complaint, Fever and Ague, General Weakness and Debility, and all complaints originating in Indigestion, they are now admitted to be superior to any other preparation ever advertised or prescribed. From the home market, to which a few years ago they were confined, their sale has been extended into every State in this Union, over the whole of South and Central America, Mexico, the West Indies, the Sandwich Islands, Australia, China and Japan. Home and foreign testimony show that HOSTETTER'S BITTERS are the most remarkable tonic and invigorant now before the world.

IMPORTS BY RAILROAD.

Pittsburgh and Connellsville Railroad.

[illegible]

Pitts. Ft. Wayne and Chicago Railroad.

[illegible]

Per Cleveland and Pittsburgh Railroad.

[illegible]

Pitts. Columbus and Cincinnati Railroad.

[illegible]

Per Allegheny Valley Railroad.

[illegible]

IMPORTS BY RIVER.

St. Louis.

[illegible]

Parkersburg.

[illegible]

Matamoras.

PER STEAMER INGOMAR—Sturgeon & Bro. 105 sks corn; L H Voigt & Co, 4 barrels beans; McBane & Anjer, 8 barrels pickles; Thomas Musgrave, 51 oil barrels; Bernard Whittover, 3 barrels, 1 box eggs; Head & Metzgar, 28 barrels dried apples, 5 barrels beans, 2 barrels flaxseed, 1 barrel sorghum; D H Houston, 1 barrel eggs; H Gallagher, 8 barrels whisky; Clarke & Co, 20 bundles car springs, 20 plates, 40 rased Blair Springs, 9 barrels eggs, 3 barrels dried apples; T B Young & Co, 6 bales flax moss; Various Owners, 39 oil barrels, 4 tubs eggs, 9 sacks barley, 3 kegs, 1 basket poultry; Hugo, Blair, 1 barrel, 1 jar butter.

Pitts. Brownv. and Geneva Peoples' Line.

J & W Fairley, 28 sacks oats; J W Ingraham, 1 bbl and 1 box eggs; Means & Coffin, 3 half barrels eggs, 2 boxes butter, 4 packages lard, 1 half barrel beans; E Heazelton, 3 sacks beans, 1 half barrel eggs, 1 sack rags; T C Jenkins, 3 barrels butter, 3 barrels eggs, 4 Lemm & Hilig, 48 sacks oats, 3 bales hay; Schomaker & Lang, 8 bbls eggs, 1 box do; A Bradley & Co, 1 stove; Barens & Graff, 4 barrels eggs; Smith, Johnson & Colvin, 3 barrels eggs; J S Cunningham, 5 boxes household goods, 4 packages chairs, 16 rolls leather; P Worsley, 2 barrels whisky; A P Gabler, 448 boxes glass; Pettit & Newlin, 1 barrel merchandise.

Pitts. Brownv. and Geneva U. S. Mail Line.

Little, Baird & Patton, 2 barrels eggs, 1 barrel maple sugar; W A Wood, 3 kegs sundries; R H Davis, 1 horse; M W Rankin, 1 barrel eggs; R Marshall, 3 barrels eggs, 19 sheep pelts, 6 jars lard, 1 bbl maple molasses, 1 lot pelts, 1 lot iron, 1 sack seed; Wm Bailey, 9 cows; W J Steel & Bro, 4 beef hides; J R Dunlap, 1 barrel bacon; Thompson & Britton, 2 barrels whisky; Means & Coffin, 3 barrels eggs; Schoenberger & Blair, 60 boxes glass; N B Hogg, 1 half barrel eggs; Joseph McAlpine, 130 sacks oats.

DIED:

WILSON—On Wednesday, March 20th, 1867, at 3½ o'clock, P. M., at the residence of J. G. Boyle, No. 15 Ann street, Allegheny, Miss MAGGIE A. WILSON, in her 20th year.

Friends of the family are requested to attend the funeral THIS AFTERNOON, at 2 o'clock.

SMITH—On Wednesday, March 20, 1867, Mr. JAMES SMITH, in the 54th year of his age.

The friends of the family are respectfully requested to attend the funeral on FRIDAY AFTERNOON, at 2 o'clock, from his late residence, No. 15 Scott's alley.

WHEELER & WILSON'S
Sewing Machines
ARE THE BEST.
Call and see them in operation at SUMNER & CO'S 27 Fifth street.

MARVIN'S CRACKERS.
ARE NOW CONSIDERED
Superior to any others in Market.
S. S. MARVIN,
LATE R. & J. DAVIS,
No. 91 LIBERTY STREET, foot of Fourth.

BAR, TANK AND SHEET IRON.
GRAFF, BYERS & CO.,
MANUFACTURERS OF
BAR, TANK AND SHEET IRON,
HAMMERED RAILROAD AXLES,
GAS PIPE,
For Conveying Steam, Water and Gas.
ALSO,
OIL WELL TUBING,
HAMMERED IRON FOR
OIL WELL TOOLS.
WAREHOUSE:
98 WATER AND 122 FIRST ST.,
mh21 PITTSBURGH, PA.,

BUNGS,
BUNGS.
We are now manufacturing a superior article of
COMPRESSED AND CUT BUNGS,
And would respectfully call the attention of Oil Dealers, Refiners, Brewers, &c., to our stock before purchasing elsewhere. And have also on hand a large stock of Rosin, Pitch, Irish Moss, Wood Shovels, Corks, Plugs, Taps, &c., which we will sell at Eastern prices.
ARMSTRONG, BRO. & CO.,
122 and 125 THIRD ST., Pittsburgh, Pa.

WM. H. KNOX. ROBERT C. ORR.
GROCERIES.
KNOX & ORR,
WHOLESALE GROCERS,
268 Liberty Street,
PITTSBURGH, PA.

DON'T
BE DECEIVED
By flourishing advertisements of LOW PRICED Machines, as by patronizing such you only throw your money away, but buy a GROVER & BAKER, at No. 18 FIFTH STREET. no8

JAMES T. BRADY & CO.,
(Successors to S. Jones & Co.)
Corner of Fourth and Wood streets,
Bankers and Brokers,
DEALERS IN ALL KINDS OF
GOVERNMENT SECURITIES,
FOREIGN EXCHANGE,
GOLD, SILVER AND COUPONS.
COLLECTIONS made on all accessible points, United States and Canadas.
INTEREST ALLOWED ON TIME DEPOSITS.
je4

TO HOLDERS OF 7-30'S.
Having made special arrangements with JAY COOKE & CO., our correspondents, we are prepared to convert SEVEN-THIRTIES into
5-20 Bonds of 1865,
WITHOUT CHARGE.
BONDS ON HAND FOR DELIVERY.
IRA B. McVAY & CO., Bankers,
COR. OF FOURTH AND SMITHFIELD STS.

FINANCE AND TRADE.

MONDAY EVENING, March 21, 1867.

The demand for money continues brisk, and the market is working close at from 9 to 12 per cent. for good paper. It is not expected that there will be any favorable change for borrowers until about the second week in April. From all we can learn, our banks are in good condition, and their next quarterly statements will be, as usual, an exhibit of strength and property alike gratifying to stockholders and the business public. No doubt there will appear a large reduction in the item of deposits compared with the January report, but the drain will soon be stopped, and the lapse of a few weeks will fill up the deficiency.

—The Philadelphia banks have been depleted freely of their deposits during the past two weeks. For instance, on the 5th of November last, a little more than four months ago, the banks in the Clearing House Association of that city had a line of loans and discounts a little rising fifty and a half millions of dollars, and held of deposits $44,385,163. By the published statement of averages for last week, we discover, with about the same line of loans and discounts, the same banks hold of deposits only $34,826,001—a loss of nearly ten millions of dollars—about one-half of which is within the last two weeks. That is, on the 4th inst. the deposits in round numbers were thirty-nine millions, and by the report published Tuesday, the second since made, they are thirty-four and a half millions—a reduction of four and a half millions. The *Ledger* remarks that this is a pretty severe pull, and though the banks have this time met the demand, it is an experiment that should not be too frequently hazarded.

The *Inquirer* says that notwithstanding the depletion of the banks, money continues easy on the street owing to the fact that our capitalists and business men prepared for a financial "squeeze," threatened and predicted on account of proposed changes in our national financial policy. The pressure expected from this source has not come, but the preparations for it now come in good service, giving us an easy money market, when according to all established rules, we should have a close and tight one. The drain on the banks is a temporary one, caused by the withdrawal of balances on the part of the country banks, the latter institutions making their settlements on the first of April, which is the beginning of the fiscal year in our agricultural counties.

—The New York quotations show a heavy decline to-day in some of the railways. Michigan Southern has dropped down to nearly its old rates. The stock market lacks outside support. Gold continues weak. There is no great confidence in any material advance, and yet the cash gold is not easy enough to tempt free sales for a decline. The market news from Liverpool of higher cotton and breadstuffs, and the political news from South Carolina of the probable early acceptance of the reconstruction measures of Congress, including negro suffrage, are against a rise in gold, and there is no sufficient demand at present for foreign Exchange to neutralize the influence.

The subjoined list received from the New York Stock Exchange, by Mr. Bryan, exhibits the changes in the stock market up to noon to-day:

Gold	134
U. S. Bonds, 1881	[illegible]
U. S. Bond, 5-20's, 1862	[illegible]
U. S. Bonds, 5-20's, 1865	[illegible]
U. S. Bonds, January and July 5-20's, 1865	[illegible]
U. S. Bonds, 7-30's	[illegible]
Michigan Southern	[illegible]
Cleveland & Pittsburgh	[illegible]
P., F. Wayne & Chicago	[illegible]
Erie	[illegible]
Chicago & Rock Island	[illegible]
Chicago & Northwestern	[illegible]
Chicago & Northwestern preferred	[illegible]
New York Central	[illegible]

—The New York correspondent, heretofore quoted in this column, says under date of the 20th instant: "The market opened strong this morning, but at eleven o'clock, prices broke ¾@1½ ℘c. and subsequently obtained a moderate reaction. Money is more active again today and the Bears are looking for a sharp contraction in loans upon the statement that the Banks have been speculating largely in Governments (which they frequently find very profitable) and as deposits are falling off, will have to call in their remaining surplus now loaned out on call. This is the *Bear* side of the story. There is nothing of particular interest to note [illegible]

PRODUCE AND GENERAL MARKETS.

[illegible]

PITTSBURGH OIL TRADE.

[illegible]

Oil Receipts per River and Rail.

[illegible]

PENNSYLVANIA CENTRAL STOCK YARDS.

[illegible]

ALLEGHENY CATTLE MARKET.

[illegible]

PITTSBURGH DRY GOODS MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, THURSDAY, March 21, 1867.

Dry Goods Dealers complain of a lack of life and vitality in business this spring, and find sales slow. An occasional decline in some article, tend to establish a want of confidence, and buyers are purchasing only for immediate wants. Many goods are as cheap as before the war, and buyers who want goods cheaper are only wishing for the ruin of manufacturers. Credits are carefully scanned and a merchant who is unable to make satisfactory and prompt settlement cannot get goods at all on credit. Jobbers have been so much imposed upon, during the past month, that they now say to country merchants that goods will be sold only to parties who will pay promptly. Prices rule as follows:

Sheeting	19 @21½c
Bleached goods	10 @27 ½c
Delaines	23 @25 c
Hovey Prints	16½
Empire	11½
Wamsutta	13
Arnold	14½@15 c
Manchester	15 @15½c
Amoskeag	15½@16 c
American	16½
Richmond	16½

Jobbers in our city have a good stock, and can supply goods at ruling rates.

New York Finance and Trade.

Gold Closed at 134⅛@134¼.

NEW YORK, March 21—P. M.

THE RAILWAY MARKET

Opened heavy, and there was a general and marked decline. New York Central fell to 105; Erie to 58⅜; Michigan Southern to 74⅜; Rock Island to 96⅝; Northwestern, common, to 35½, and preferred to 64⅞. At the open board and Stock Exchange there was a steadier feeling, and a slight recovery. The general market was dull, but sellers' options were freely taken at a small difference. After regular call there was rather more disposition manifested to buy, and for a time the market was quite firm, but it fell off ⅛ to ¼ per cent. from board quotations just previous. At the one o'clock session the market was lower at that board, but firmer, subsequently advancing slightly after second board, and then continuing steady to the close. Pittsburgh was an exception, and declined.

CLOSING PRICES.

Wm. Heath & Co. report the following prices at 5:30 P. M.: American gold, 134⅛@134¼; Ohio Certificates, 26½@27; Canton, 45@47; Cumberland 32@33½; Quicksilver, 36@37½; Mariposa, 8½@9; Western Union Telegraph, 41@41½; Hudson, 137@138; Reading, 101⅝@101¾; Michigan Southern, 74⅝@74¾; Illinois Central, 115½@115¾; Pittsburgh, 77½@77¾; Toledo, 119; Northwestern, 35½@35⅝; Preferred, 64⅞@65; Fort Wayne, 96⅝@96¾; Pacific Mail, 124¼; Atlantic Mail, 82@83½.

GOVERNMENT SECURITIES

Firm and a fraction better on 5-20s, but the business at the first regular board was quite moderate. This afternoon they were dull but steady; Registered '81, 109@109½; Coupons '81, 109@109½; 5-20s registered, 107½@107½; do '64, 109½; do '65, 107⅛@107¼; Coupons '65, 107½@108; do January and July, 107@107⅛; 10-40s registered, 97¼@97⅜; 10-40 Coupons, 97⅝@97¾; August 7-30s, 106@106⅛.

BORDER STATE BONDS

Firm except for Missouri issues, which continue to decline. Tennessees ex, 64½@65; Virginia, 65; North Carolina, 49@49½; Missouri 6s, 95½@95¾; Hannibal and St. Joseph bonds, 80½@82; Pacific bonds, 95½@95¾.

THE MISCELLANEOUS LIST

Was generally heavy and lower.

COAL STOCKS

Quiet and steady.

EXPRESS STOCKS

Dull and without material change. Steamboat shares strong.

MONEY.

Rather more active to-day at seven per cent. on stock collaterals, and six on Givernments.

GOLD

Was quiet and steady throughout the morning, and improved in the afternoon.

THE MINING MARKET

Was quite active but prices generally lower. There is great excitement on Gregory, and a very large business was transacted at $11 75@$12; Quartz Hill weaker and sold at $3 75, closing at $3 60@3 65; Corydon strong at $3 60@3 70; Columbia Gold and Silver rose to $3 05 and in request; Alameda Silver in demand at $7 40@7 50, with very little offering; Gunnell firm at $2 85@3.

NEW YORK, March 21.—Money more active at 6@7 per cent, for call loans. Sterling steady at 108⅝@109, gold, for first class bills. Gold firmer, opening at 134⅛, advancing to 134⅝, and closing at 134¼. Government stocks quiet, without decided change. Freights to Liverpool quiet with engagements for 1,500 bushels corn to Liverpool.

MARKETS BY TELEGRAPH.

CHICAGO MARKET.

CHICAGO, March 21, 1867.

FLOUR—Active and holders firm; market without quotable change; red winter extra sold at $12 75; spring extras at $10 70@10 75.

WHEAT—No. 2 spring wheat opened dull at yesterday's closing figures, but under a bull movement, prices improved 2@3c, and at the close sales were made at $2 41. No. 1 very quiet at $2 46.

CORN—½@1c lower, but tolerably active; sales were made at 88½@91c for No. 1; 80@80½c for No. 2; closing at 80½c for No. 1, and 80½@81c for No. 2.

OATS—¼@⅜c lower, but the demand was moderately active; winter receipts No. 2 sell at from 44@44½c, closing at 44½@44¾c.

RYE—Firmer but quiet; No. 1 sold at $1 26@1 27, and No. 2 fresh receipts at $1 25@1 26.

BARLEY—Easier and unsettled; about 14,000 bushels changed hands at 76@78c for No. 2, and at 58@62c for rejected.

PROVISIONS—Rather more firmness in the provision market; the demand is limited, with no quotable alteration in values.

New York Market.

NEW YORK, March 21.—Cotton dull, heavy and ½@1c lower; sales 1,800 bales at 30@31c for middling uplands. Flour—receipts 1,960 bbls; market 5@10c better, the improvement chiefly upon low grades; sales 7,500 bbls at $9 65@10 55 for superfine; $11 65@12 00 for superfine western; $10 85@12 00 for extra western; $11 50@12 25 for shipping brands extra round hoop Ohio, and $12 30@16 00 for trade brands, the market closing quiet and firm. California flour firmer; sales 800 bbls and sacks at $12 50@15 00. Whisky quiet. Receipts of wheat 39,500 bushels; market opened quiet and closed more active and quite firm; sales 29,000 bushels at $2 33@2 35 for No. 3 Milwaukee; $2 40@2 49 for No. 2 Milwaukee, and $2 55 for extra Chicago. Rye quiet; sales 2,500 bushels Canada free at $1 39, and western at $1 33. Barley quiet and firm; sales 15,000 bushels Canada West at $1 21@1 24, free. Barley malt dull. Corn—receipts 31,000 bushels; market dull and drooping; sales 55,000 bushels at $1 17@1 18 in store; $1 19 for do. afloat, and $1 12 for Western, and $1 19 for Southern. Oats—Receipts, 1,000 bus; oats heavy; sales 50,000 bushels at 78@77c for Western, and 79@71c for State. Rye quiet at 10@11c. Coffee dull. Sugar quiet; sales 36 hhds Cuba at 10@10½c. Molasses dull. Petroleum in fair request at 16c for crude, and 24@27c for refined in bond. Hops quiet and steady. Pork opened dull and closed firmer, with a better demand; sales 4,800 bbls at $22 75@22 50 for new mess, closing at $22 50 regular; $22 00@22 00 for old mess; $18 50@19 25 for prime, and $22 00@22 00 for prime mess. Beef unchanged; sales of 100 bbls at $20 00@21 00 for new mess, and $17 50@20 00 for extra mess. Beef hams scarce and firm. Cut meats heavy; sales of 200 packages at [illegible]. Bacon quiet and held higher; sales of 180 boxes at 11c for Cumberland, and 11½c for short ribbed. Cut meats firm; sales of 65 packages at [illegible] for shoulders, and [illegible] for hams. Lard quiet at 12½@13½c for new. Butter dull at 10@12½c for Ohio.

Cincinnati Market.

[illegible]

New York Dry Goods Market.

[illegible]

Baltimore Market.

[illegible]

New Orleans Market.

[illegible]

St. Louis Market.

[illegible]

Louisville Market.

[illegible]

New York Cattle Market.

[illegible]

Memphis Market.

[illegible]

Philadelphia Market.

[illegible]

Nashville Market.

[illegible]

Milwaukee Market.

[illegible]

New York Printing Paper Market.

[illegible]

JESSE H. LIPPINCOT
GROCER AND DEALER IN BOAT STORES
COR. SMITHFIELD AND SECOND STS.
Stores furnished at the VERY LOWEST RATES, and a Discount given on Boat Bills that are settled regularly every month.

RIVER TELECRAMS.

Oil City.

Special Dispatch to Pittsburgh Commercial.
[By Pacific and Atlantic Telegraph Company.]

OIL CITY, March 21, 1867.

Weather cloudy and raining a little. River twenty-two inches and falling slowly. Oil market firm at $2 10.

Memphis.

MEMPHIS, March 21.—Weather cloudy and warm; threatening rain. Business very dull. River still stationary. Departed—Atlantic, Belle St. Louis, for St. Louis; Baltic, Indiana, for New Orleans; Paragon, for Vicksburg. In Port—Harry Dean, Minnesota, Mollie Hambleton, Des Arc.

The Tennessee river at Danville station, is still six feet over the telegraph poles.

Private dispatches say an Alabama river steamer plying between Selma and Montgomery, blew up to-night. An express messenger was killed. No particulars.

Cairo.

CAIRO, March 21.—There was some rain last night; cloudy to-day; mercury 50 degrees. The river was stationary last night; it has fallen half an inch to-day. Business continues dull. The following boats passed this point:—Lizzie Hopkins, New Orleans to Cincinnati, 1 P. M.; Amazon, New Orleans to Cincinnati, 4 P. M.; Alice Dean, Cincinnati to New Orleans, 6 P. M.

Evansville.

EVANSVILLE, IND., March 20.—Weather cloudy and damp. The river has fallen eleven inches.

Port List—Alice Neanan, Cincinnati to New Orleans; P. W. Strader, New Orleans to Cincinnati; Charmer, Cairo and return; Morning Star, Louisville and return; Lenora No. 2, Pittsburgh.

Louisville.

LOUISVILLE, March 21.—It has been raining incessantly yesterday morning. Thermometer 45 degrees. The river has fallen four feet in the past twenty-four hours. There is now fourteen feet on the falls and falling very fast. Business checked by the rain.

Nashville.

NASHVILLE, March 21.—River rising, with eleven feet on the shoals. The weather rainy. Arrived—Nashville, Cairo; Rowena, Cincinnati. Departed—Nashville, Cairo.

RIVER NEWS.

STEAMERS ARRIVED AND DEPARTED.

Arrived.

Franklin	Bugher	Greensboro.
Elector	Phillips	Greensboro.
Elisha Bennett	Cox	Greensboro.
Elizabeth	Houghton	Elizabeth.
Leni Leoti	Hamilton	Parkersburg.
Silver Lake No. 4	Todd	St. Louis.
Maggie Hays	Hendrickson	Cincinnati.

Departed.

Elizabeth	Houghton	Elizabeth.
Franklin	Bugher	Greensboro.
Elector	Phillips	Greensboro.
Elisha Bennett	Cox	Greensboro.
Bayard	Moore	Parkersburg.
Ingomar	Kemple	Matamoras.

THE RIVER AND MATTERS ALONG THE WHARF.—The weather for some days has been changeable—upon the whole unpleasant. The marks on the Monongahela piers indicated six feet; the Allegheny marks six feet six inches. Trade on the landing was dull. Freights were scarce to all points. Boats generally are loading in turn and by waiting manage to pick up a paying trip. Above the bridge, boats leave on time and appear to be doing a fair business. The Bayard and Matamoras left yesterday on time. The Parkersburg packet for this day is the Leni Leoti, Capt. Hamilton, she leaves at noon. The Allegheny river is too low for steamers to reach Oil City. The Urilda is loading, expecting a rise of water. The boats for St. Louis and the Missouri river carry off a large number of passengers, emigrating to the West. The Glasgow is announced for Missouri River on Saturday. The Ezra Porter and Maggie Hays are announced to leave for Cincinnati on Saturday. The Kenton—one of the best boats that comes here—is receiving for Memphis and New Orleans, and will have dispatch. The Luella, Captain Hazlett, is announced for the Idaho Gold Mines on Tuesday. The Ida Rees, Captain Brown, leaves this day for Cincinnati and Louisville. The Robert Moore is being rapidly fitted up. She will resume her trips next week. The trade in the Allegheny has not been large one this Spring.

THE steamer Armadillo passed Cairo on Monday, on her way to Cincinnati.

THE Belle Vernon, Captain Darragh, will load in turn for Cairo and St. Louis.

THE Great Republic was announced to leave Cincinnati for New Orleans yesterday.

THE Bayard left for Parkersburg with a fair trip.

THE Parkersburg packet for this day is the Leni Leoti, Captain Hamilton. She leaves at noon.

CAPT. JACOB HAZLETT is commanding the steamer Kate Kinney, in the St. Louis and Vicksburg trade.

THE Pine Grove and America arrived at Cincinnati on Tuesday.

THE steamers Leonidas and Sam Brown passed Cairo on the 19th for New Orleans.

AT Cincinnati there were 36 feet water in the channel and 62 feet under the bridge and falling.

THE Messenger, Captain Dean, was announced to leave Cincinnati for New Orleans on Wednesday.

CAPT. ANAWALT'S model barges attracted a good share of attention. They are real beauties, and no mistake.

THE freight steamer R. C. Gray, Capt. W. B. Anderson, will load in turn for Cincinnati and Louisville after the Ida Rees.

THE steamers Amelia Poe and Yorktown were at St. Louis on Sunday, on their way to the Idaho gold regions.

THE Leonora No. 2 was to leave Evansville on Tuesday for this city with a full load of drowned corn—a new article of export.

THE fine sidewheel passenger steamer Ezra Porter, Captain J. H. Porter, is announced to leave for Cincinnati on Saturday, as a regular weekly packet.

OUR old friend Blood has charge of the office of the Ida Rees, Captain Browne. A pretty strong team this.

THE favorite packet Kenton is now receiving for Memphis and New Orleans. This boat made her last trip from Pittsburgh to New Orleans in eight days, running time.

THE new and magnificent side-wheel Northern Line Packet Dubuque, Capt. Parker, is announced for the Upper Mississippi on Monday next, 25th. A fine opportunity to persons going that way.

THE first class passenger steamer Glasgow, Capt. G. W. Johnson, is announced for Missouri river. This boat is one of the best of her class afloat, and is in charge of careful and attentive officers.

BUSINESS on the landing yesterday was very dull. The principal business done was with the steamers loading for the Missouri River. We notice a pretty large emigration going in that direction.

THE fine steamer Luella, Captain Hazlett, is announced for the Idaho gold regions on Tuesday next. This boat has been fitted up expressly for that trade and will be found A No. 1 in every respect. Persons going that way will do well to bear this in mind.

THE first class packet Kenton, Captain J. H. Dunlap, leaves on this day for Memphis and New Orleans. This boat is in fine order and is well found in every respect. So far as regards speed and accommodations, this boat stands A No. 1.

THE favorite packet Ida Rees, in charge of Captain Joseph Browne, leaves for Cincinnati and Louisville on this day. Captain Browne is one of the most gentlemanly and attentive officers that comes to this port. We take pleasure in saying a good word for him and his pretty steamer.

THE new barge company has commenced operations. The new model barges are moored at the foot of Wood street and are receiving for Cairo and St. Louis. They are named Dove and Swan, and will be towed out by the towboat Wild Duck. Our old friend Anawalt has charge of affairs, a pretty sure guarantee that all will be correct.

THE Memphis *Post* says: It was reported at Little Rock, yesterday, that the Centralia had sunk at some place between that port and Pine Bluff. The river was at a stand, with nine feet in the channel to Napoleon. Weather cold, with a little snow. The Madison, recently sunk at our levee, is rapidly breaking up.

THE St. Louis *Republican* says:

From all accounts the Great Republic is undoubtedly the most complete and magnificent specimen of steamboat architecture that ever left the shores of the Upper Ohio, or has graced the waters of the Mississippi since the days of the great Eclipse, and like the Eclipse, she will create a great sensation wherever she goes.

What a Louisville mechanic says of the Great Republic, we extract from the Cincinnati *Commercial*: "Dennis Long, the famous Louisville engine builder, and Mr. Howard, the celebrated Jeffersonville boat builder, inspected the Great Republic yesterday, and 'acknowledged the corn' that she is a complete success in every particular." The cabins of the Great Republic were illuminated last night, several hundred invited guests participating in the "mazes of the giddy dance" till the "wee sma' hours."

THE Cincinnati *Gazette* says: "A couple of Louisville gentlemen yesterday visited the Great Republic, and after inspecting her thoroughly, were asked how she would compete with the Richmond. 'Richmond!' exclaimed one. 'Why, gentlemen, the Richmond can no more compete with this boat in size or elegance, than a donkey can in a race with a thorough-bred racer. I would give dollars for the privilege of seeing Stut Neal's face when he steps his foot inside this cabin.'" This complimentary testimonial from a citizen of Louisville, argues badly for the Richmond as a rival or competitor.

THE GREAT REPUBLIC AT CINCINNATI.—The *Commercial*, after a thorough examination of this splendid steamer, says: "The long looked-for Great Republic yesterday was the center of attraction at our wharf, she being the 'observed of all observers.' It is estimated that between twenty-five and thirty thousand people visited the Great Republic during the day. In our estimation, the Great Republic is the finest steamboat that ever visited our wharf, and we do not know of any boat that can compare with her." She was announced to leave Cincinnati on Thursday afternoon at 3 P. M.

LOSS OF THE STEAMER TEXAS ON RED RIVER.—The New Orleans *Times* says the Texas, Captain Stinde, bound for Jefferson, on the night of the 5th inst., was carried into the bank by the force of the current, five miles below Barbin's Landing, striking a stump and knocking a large hole in her bottom. The boat sank immediately. After she had settled to the bottom, a line was made fast to trees, after which she careened over, drawing the trees out of the bank by the roots. Captain Amsden, her first clerk, secured the books, papers and money belonging to the boat, amounting to some $12,000, and carried them ashore, after which he returned to the boat again, not anticipating any danger, when the boat suddenly rolled over and drowned him. Up to the time the Starlight left the wreck, his body had not been found. One of the strikers (name not recollected) was also lost; the rest of the officers, passengers and crew were saved. The passengers returned to the city on the Starlight. The officers and crew remained by the wreck, which had drifted down about ten miles below where the accident occurred.

LOUISVILLE.—The *Courier* has the following: Responsible parties are in negotiation with the boatbuilders around the falls for bids and specifications for a mammoth new steamer, suitable for the Louisville and New Orleans trade. The hull is to be about 300 feet in length, with 52 feet beam and 8 feet depth of hold. The engines are to be 34-inch cylinders, with 10 feet stroke, and the water-wheels to have a bucket 16 feet in length. Captain W. R. Hollcroft and others in this city are also about to close contracts for a passenger packet, with low pressure machinery, for the Louisville and New Orleans trade. The Jeffersonville ferryboat, New Isaac Bowman, met with an accident that came near proving serious. The boat had landed as usual at the foot of First street, and had taken on the busses for the 2 o'clock train over the Jeffersonville Railroad. Just when she started there is a large rock that was pulled out by the Indiana when she landed at that place some weeks since. The heavy load of the Bowman caused her to rest on this rock, and she was unable to start. The Shallcross pulled her off, and in doing so pulled the ringbolt that was in the rock through her hull near the stern. No one knew at this time she was damaged, but before she reached the Champion sawmill, going up on this side of the river, the water was three feet deep in her. The boat was run into shore near the saw-mill, and the Shallcross took off her load. She was then pumped out and the hole was stopped. It was about four inches square and would have admitted water enough to sink the boat before she could reach Jeffersonville.

FOR SALE.
TOWBOAT.
THE TOWBOAT ALBION, as she now lies at the Allegheny Wharf, in good repair, and is two years old. Cylinders 15 inch diameter, 5 feet stroke, two boilers, double flues, 30 feet long, 40 inch diameter; 130 feet keel, 21 feet beam, 3 feet 10 inches depth of hold. Draught of water, 2 feet. For further particulars inquire of or address
MICHAEL MUNHALL,
No. 12 Diamond, Pittsburgh.
[Cincinnati Commercial and St. Louis Republican copy 1w, and send bill to Pittsburgh Commercial.]

BEN. HUBBS. PHY. D. VIETS.
HUBBS & VIETS,
FORWARDING
AND
COMMISSION MERCHANTS,
WHARFBOAT PROPRIETORS,
AND
GENERAL RAILROAD & STEAMBOAT AGENTS
Freight Bills cashed on delivery of goods.
UPPER BOAT, Evansville, Ind.

BUNGS,
BUNGS.
I am prepared to furnish Oil Dealers, Refiners, Brewers, &c., with a very superior article of TURNED AND PRESSED BUNGS.
Orders respectfully solicited.
P. HAYDEN,
cor. Marbury st. and Duquesne Way, Pittsburgh.

PROVISIONS.
PROVISIONS.
We are now offering to the trade all articles in the Provision Line, of superior quality, and at such prices as must make it to their interest to call upon us. Our stock is ample, bought at the lowest rates early in the season. Our SUGAR CURED HAMS are equal to any brand out.
LARD OIL
We are selling our Extra and a No. 2 Lard Oil at Chicago and Cincinnati prices, and shall continue to do so. All persons wanting a superior article for burning or lubricating, can get samples by calling or writing to
F. SELLERS & CO.,
PORK PACKERS & LARD OIL MANUFACTURERS
Penn and Wayne sts., Pittsburgh.

RIVER PACKETS.

Monongahela River.

1867 MONONGAHELA RIVER 1867
PITTSBURGH,
BROWNSVILLE AND GENEVA
MAIL LINE.,
PACKET COMPANY,

Will run four elegant side-wheel Passenger Packets.

ELISHA BENNETT	M. A. COX.
FAYETTE	CAPT. P. DONALDSON.
GALLATIN	CAPT. A. S. CARLISLE.
FRANKLIN	CAPT. Z. W. CARMACK.
TELEGRAPH	CAPT. D. BOUGHER.

To all Points on the Monongahela River. Leave Pittsburgh daily at 8 A. M. and 5 P. M.
No Commission on Eastern Freights.
J. L. MOORHOUSE, AGENT, PITTSBURGH.
LEVI COLVIN, Brownsville.

TO ALL POINTS ON THE MONONGAHELA RIVER.

PEOPLE'S LINE.
1867. 1867.
The new and elegant side-wheel Passenger Packets
CHIEFTAIN............CAPT. R. R. ABRAMS.
ELECTOR............CAPT. ROBT. PHILLIPS.
LEAVE PITTSBURGH DAILY AT 5 P. M.
Wharfboat foot of Grant street.
No Commission on Eastern Freight.
J. S. CUNNINGHAM, AGENT.

St. Louis Advertisement.

1867. 1867.
NORTHERN LINE PACKETS,
FROM
ST. LOUIS TO KEOKUK AND ST. PAUL.

One of the splendid side-wheel steamers of this Line will leave St. Louis daily for Keokuk, Burlington, Davenport, Dubuque, Stillwater, St. Paul and Minne-ha-ha Falls. Through receipts for freight and Passengers given to all points on the Upper Mississippi River by the Pittsburgh and St. Louis Packet Line, running from this port and connecting at St. Louis with the Northern Line Packets thus enabling consignees to get their freight through without delay and at lowest rates.
J. D. COLLINGWOOD,
JOHN FLACK, or to
R. C. GRAY, Agents.

St. Paul.

For the Gold Mines of Montana and Idaho.
TUESDAY, March 26—4 P. M.
The splendid passenger steamer LUELLA, HAZLETT, Commander, will leave for Fort Benton, Montana, as noted above, taking freight for St. Louis and all points on Missouri river. This boat was built expressly for the trade, and offers superior advantages to shippers desiring their goods to go through with dispatch. For further information apply on board.

For St. Paul Direct.
SATURDAY, April 6.
The new side-wheel steamer DUBUQUE, Capt. J. W. PARKER, will leave as announced above.
For freight or passage apply on board or to
J. D. COLLINGWOOD,
JOHN FLACK, or
R. C. GRAY, Agents.

St. Louis.

1867. 1867.
PITTSBURGH AND ST. LOUIS PACKET LINE,
Composed of the following splendid Steamers,

MESSENGER,	LORENA,
EZRA PORTER,	MAGGIE HAYS,
WAUANITA,	NEW YORK,
ARMENIA,	COLUMBIA,
SILVER LAKE No. 4	IMPORTER,
KATE PUTNAM,	KATE ROBINSON,
YORKTOWN,	SILVER CLOUD No. 2

One of the above Boats will leave for St. Louis and all intermediate ports on each WEDNESDAY and SATURDAY at 5 o'clock, P. M.
Freight and Passengers receipted through to all points on the Upper Mississippi, Missouri and Illinois Rivers, by Northern Packet Company, Illinois River Packet Company, and Missouri River Boats.
Apply to FLACK & COLLINGWOOD,
COLLINS & BARNES, Agts, or to
S. SHUMAN, Supt.
No. 90 Water street, up stairs.

For Evansville, Cairo and St. Louis.
SATURDAY, March 30—4 P. M.
The splendid passenger steamer BELLEVERNON, J. J. DARRAGH, commander, will leave as announced above.
For freight or passage apply on board, or to
FLACK & COLLINGWOOD, Agents.

For St. Louis.
WEDNESDAY, March 27—4 P. M.
The towboat WILD DUCK, Captain W. F. ADAMS, with model barges Dove and Swan, will leave as announced above.
For freight only apply on board at the foot of Wood street.

Marietta and Parkersburg.

PITTSBURGH, WHEELING,
Marietta & Parkersburg Line
1867. 1867.
Leaving Company's Wharf boat, foot of Wood st., Daily at 12 M.
SUNDAYS AND THURSDAYS.
BAYARD............GEORGE D. MOORE, Master.
TUESDAYS AND FRIDAYS.
LENI LEOTI............J. HAMILTON, Master.
WEDNESDAYS AND SATURDAYS.
GREY EAGLE............C. L. BRENNAN, Master.
Freight will be received at all hours by
JAMES COLLINS, Agent.

Pittsburgh and Portsmouth.

For Marietta, Gallipolis and Portsmouth.
EVERY FRIDAY AT 3 P. M.
The new and splendid passenger steamer ROBERT MOORE, W. H. KERR, Commander, will run as a regular packet, leaving as announced above.
For freight or passage apply on board, or to
JOHN FLACK,
C. BARNES, Agents.

Pittsburgh and Matamoras.

Regular Pittsburgh and Matamoras Packet.
LEAVES PITTSBURGH EVERY MONDAY AND THURSDAY, 11 O'CLOCK A. M.
The new and light draught fast running side-wheel steamer INGOMAR, Capt. FRED. KIMPLE, SAM. GLOVER, Clerk, will leave Matamoras every Tuesday and Friday, at 8 o'clock A. M., arriving at Wheeling on the evening of the same day. Returning, will leave Pittsburgh every Monday and Thursday, at 11 o'clock A. M.
For freight or passage apply on board, or to
J. D. COLLINGWOOD, or
JOHN FLACK, Agents.

Memphis and New Orleans.

For Memphis and New Orleans.
THIS DAY, March 22.
The splendid passenger steamer KENTON, Captain DUNLAP, will leave as announced above.
For freight or passage apply on board, or to
BARNES & COLLINS,
J. D. COLLINGWOOD, or
JOHN FLACK, Agents.

Missouri River.

EXPRESS LINE.
For Missouri River Direct, Jefferson City, Lexington, Weston, Leavenworth City and St. Joseph.
WEDNESDAY, March 27—5 P. M.
The new and splendid passenger steamer GLASGOW, GEO. W. JOHNSTON, commander, will leave as announced above.
For freight or passage apply on board, or to
FLACK & COLLINGWOOD, or
BARNES & COLLINS, Agents.

Cincinnati.

Regular Weekly Packet between Pittsburgh and Cincinnati.
The new and splendid side-wheel steamer EZRA PORTER, Capt. PORTER, will leave Pittsburgh EVERY SATURDAY and Cincinnati EVERY TUESDAY, at 12 M.
For freight or passage apply on board or to
C. BARNES, or
JAMES COLLINS, Agent.

For Cincinnati.
REGULAR WEEKLY PACKET.
LEAVES EVERY SATURDAY, 12 M.
The splendid passenger steamer MAGGIE HAYS, Capt. HENDRICKSON, will leave as announced above.
For freight or passage apply on board, or to
JAMES COLLINS,
C. BARNES, Agents.

For Cincinnati.
REGULAR WEEKLY PACKET,
LEAVES WEDNESDAY—12 M.
The new and splendid steamer ARGOSY, Captain LOUIS VANDERGRIFT, will leave as announced above.
For freight or passage apply on board, or to
BARNES & COLLINS, Agents.

Cincinnati and Louisville.

For Cincinnati and Louisville.
THIS DAY, March 22—4 P. M.
The splendid passenger steamer IDA REES, Capt. JOSEPH BROWNE, will leave as announced above.
For freight or passage apply on board, or to
FLACK & COLLINGWOOD, Agents.

REFINED SUGARS.
100 bbls. Crushed Sugar, Penna.;
50 bbls. Granulated Sugar, Penna.;
20 bbls. Powdered Sugar, Penna.;
300 bbls. A, B, Ex C, and C Yellow,
For sale low by
J. S. DILWORTH & CO.
Nos. 130 and 132 Second street.

OVER FIVE THOUSAND
Grover & Baker Machines
Are in use in Allegheny County, and the demand greatly exceeds the supply. Send your orders to
NO. 18 FIFTH STREET.